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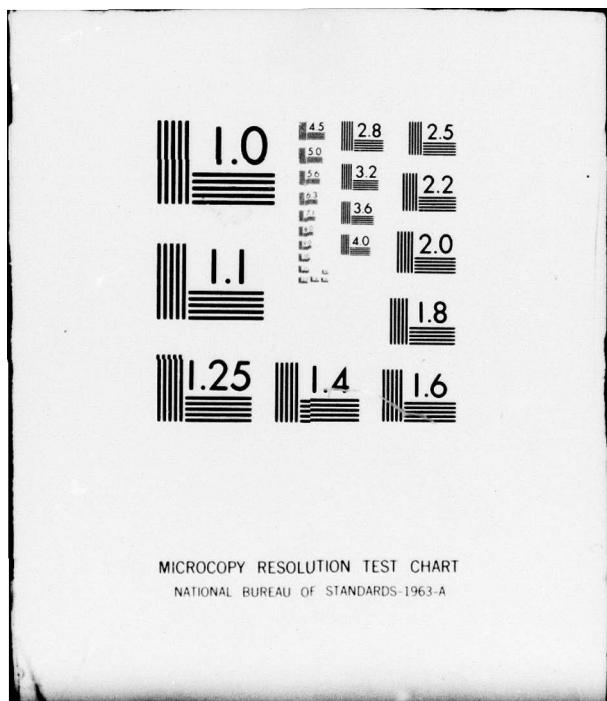
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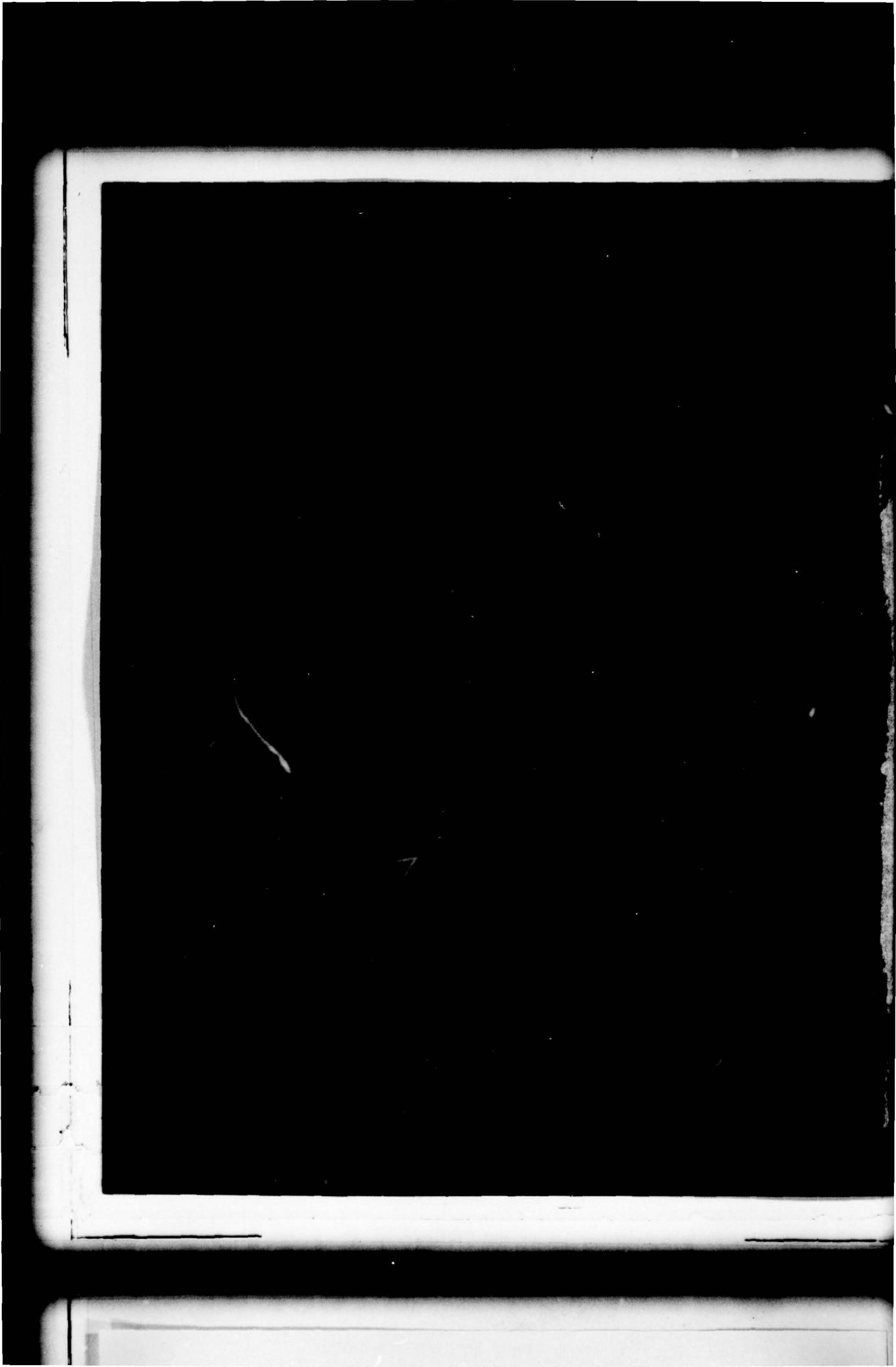
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① LEVEL II

6 STATE/PROVINCIAL INTERACTION

A STUDY OF RELATIONS
BETWEEN U.S. STATES AND CANADIAN PROVINCES
PREPARED FOR THE U.S. DEPARTMENT OF STATE

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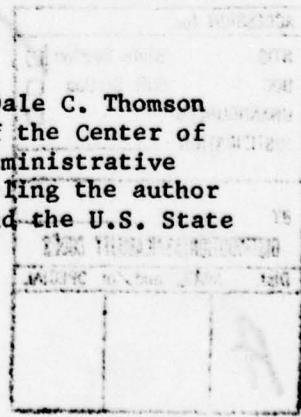
PREFACE

In January of 1973, the U.S. Department of State and the author agreed on a contract for a research project that would compile, catalogue and analyze the interactions between U.S. states and Canadian provinces. The task turned out to be far more complex than was originally anticipated. The results, reported in this study, give the first comprehensive picture of the extent and nature of relationships that have been established between the state/provincial units of the United States and Canada.

To implement this project in the most effective manner, consistent with contractual and substantive requirements, the author informally established the CANUS Research Institute as a private, nonprofit body, unincorporated and unaffiliated with any organization, committed to interdisciplinary academic/policy analysis of the Canada-U.S. interaction. This institutionalization enabled the author to operationalize the necessary distinction between this State Department sponsored research, the author's other research, and the work of the Center of Canadian Studies of The Johns Hopkins School of Advanced International Studies where the author is a member of the faculty.

Mr. John J. Kirton served as the author's Special Assistant on this project. The author is especially indebted to Mr. Kirton, and is most appreciative of his contribution to this study. Special appreciation is also extended to Mr. Robert F. Simmons, Jr., who served as Coordinator of Office Research, and to Messrs. David A. Olive and Luc Laurin. Messrs. Kirton and Laurin, from Ontario and Quebec respectively, are Doctoral Candidates at the Center of Canadian Studies. Mr. Simmons, from New York, is also a Doctoral Candidate, while Mr. Olive, from Illinois, is a Masters Candidate. Appreciation is also extended to Ms. Linda Ross who was responsible for secretarial and editorial services, and to Madame Micheline Thibaud who assisted in the secretarial work.

In addition, the author is indebted to Messrs. Dale C. Thomson and H. Edward English, former and current Director of the Center of Canadian Studies, for their willingness to provide administrative resources. This cooperation was instrumental in enabling the author and staff to sustain an expanded research scope beyond the U.S. State Department funding.



Special mention must be made of the noteworthy cooperation of over 2,750 officials of the fifty U.S. states and territories, who expended considerable time and effort in their assistance. Their expert cooperation, which made this project possible, is appreciated, as is the courtesy with which their assistance was rendered. Although sponsored and financed by the U.S. State Department and contingent upon the cooperation of the U.S. state officials, the research strategy of this project was entirely designed and executed by the author and staff. This study represents their compilations and conclusions, rather than those of any federal, state or private organization or individual.

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CONTENTS

PREFACE	iii
INTRODUCTION	1
RESEARCH PURPOSE	
RESEARCH STRATEGY	
RESEARCH RELIABILITY	
I. STATE/PROVINCIAL INTERACTION	7
II. TYPES OF STATE/PROVINCIAL INTERACTION	11
III. FUNCTIONAL NATURE OF STATE/PROVINCIAL INTERACTION	21
IV. STATE/PROVINCIAL INTERACTION BY TYPE AND FUNCTIONAL CATEGORY	40
V. STATE/PROVINCIAL INTERACTION BY STATE/PROVINCIAL PAIRS	44
VI. POLICY OBSERVATIONS	50
VII. ANALYTICAL OBSERVATIONS	57
DATA PRESENTATION	
VIII. DESCRIPTIVE STATE/PROVINCIAL INTERACTION CHARTS	68
IX. DOCUMENTATION OF STATE/PROVINCIAL INTERACTION	291

INTRODUCTION

Policy and academic analyses of "international relations" between national governments have of course long been standard fare. Recently, attention has focused on the role of the private sector in international relations, ranging from multinational corporations to labor unions, and on the implications of this role for national governments. However, a relatively uncharted area of inquiry involves what might be termed subnationalism; that is, the interactions and roles of sublevel governmental units of nations. The exploration of state/provincial subnational units and their interaction in the U.S.-Canadian context constitute the mandate of this research project and report.

RESEARCH PURPOSE

The purpose of this study is to compile a list together with the texts of all formal and informal agreements, understandings or other arrangements between U.S. states and Canadian provinces, and to develop and assemble this information in accordance with a classification scheme that will be substantively meaningful and procedurally helpful. The utility of this research for the sponsor, the U.S. State Department, is set forth in the contractual "Work Statement" issued to the author.

Although Department of State officers are impressionistically aware that a great number and variety of arrangements have evolved in relationships between entities of U.S. state governments and of Canadian provincial governments, there is little solid knowledge of their extent and nature.

We have fragmentary knowledge that formal agreements or informal understandings exist in many areas, covering such matters as reciprocity in motor vehicle registration, cultural exchanges, scientific research, and environmental protection.

Such relationships generally serve useful purposes and are beneficial to U.S.-Canadian relations. We need, however, to have more complete information on them. When questions arise as to precedents and guidelines for proposed new regulations, for example, we are usually unable to answer them with any full measure of certainty. ...

From the inception of the project, it was recognized that its informational value would extend beyond the U.S. State Department to include the U.S. Government as a whole, as well as the Canadian Federal Government. In addition, there is an equally significant exemplary value on the state/provincial level to the extent that state and provincial officials are informed of what useful arrangements have been concluded in other states or regions.

The research and subsequent analyses of U.S.-Canadian state/provincial interaction were designed to incisively but comprehensively answer three fundamental questions of interest to policy makers.

- What types of state/provincial interactions are there?
(e.g., are these interactions "agreements" or do they take some other form?)
- What is the functional nature of these interactions?
(e.g., are they of an "economic", "cultural", or "military" nature, or do they involve some other kind of governmental activity?)
- Who has concluded these interactions?
(e.g., what state/provincial jurisdictions are involved in these interactions, and what organizational components of them?)

Chapter I defines state/provincial interaction, and presents a discussion and tabular map of the aggregate interactions. The first question--what types of state/provincial interactions are there--is discussed in Chapter II, which delineates and defines three types of interaction: agreements, understandings, and arrangements. Tabular maps of the U.S. states are presented, with a commentary, indicating the extent and significance of these three types of interaction.

The second question--what is the functional nature of these interactions--is discussed in Chapters III and IV. Chapter III delineates and defines eleven functional categories mapping overall governmental activity. Again, tabular maps of the states are presented with commentary indicating the mix and significance of state/provincial interaction by such functional areas as agriculture, commerce and industry, and public safety. Chapter IV discusses the types of interaction according to functional categories, including an overall tabular summary.

The third question--who has concluded these interactions--is discussed in Chapter V, which presents a chart and discussion of the pairs of U.S. states and Canadian provinces having interactions. (In addition, Chapter VIII, which is an overall descriptive chart of state/provincial interaction, includes a delineation of the specific state organizational unit and Canadian provincial unit responsible for the implementation of each interaction.)

Having provided descriptive answers to the three questions concerning type, function, and actor, this report proceeds in Chapter VI to consider the policy implications of state/provincial interaction. Chapter VII advances observations concerning the analytical ramifications of this activity, together with suggestions for future research.

The core of data presentation in this report is contained in Chapters VIII and IX. Chapter VIII describes, for each of the 50 states (listed alphabetically followed by functional subcategories), each interaction that state has with Canadian provinces. Subsumed under each state, the chart presents the title of each interaction, while indicating whether that interaction is documented in the subsequent chapter. In addition, Chapter VIII summarizes the date, organizational units involved, and method of implementation of each interaction. Chapter IX consists of the documentation, including copies of all agreements, understandings or arrangements, that were available. Again, the documentation is organized in the first case by individual states, followed by functional subcategories.

RESEARCH STRATEGY

Prior to the January 1973 issuance of the contract, and during its execution, the Canadian Federal Government was informed of the project, and invited by the author to participate. Circumstances precluded the Canadian Government from doing so. The project proceeded using U.S. states as the unit of analysis, although there was occasional correspondence with some Canadian provincial officials to whom U.S. state officials had made reference.

The initial stages of research included a canvassing of relevant U.S. State Department offices and records, discussion at the Council of State Governments, and contact with the various state offices located in Washington. From that point, canvassing of private

associations and joint Canada-U.S. organizations was undertaken as required and as possible. Washington-based research also included a selective survey of other U.S. federal government departments.

To achieve as comprehensive a data base as possible concerning the activity between U.S. states and Canadian provinces, the primary technique was to directly contact relevant officials in every state. After preliminary exploratory letters to each Governor from both the U.S. State Department and the author, a questionnaire was posted to 3,434 state officials. These officials, whose names were obtained from the Council on State Governments' publication, State Administrative Officials (Lexington, Kentucky, 1973), were administrative heads covering a total of 68 functional areas in every state and U.S. possession and territory. The survey included 100 questionnaires posted to the Speakers of State Assemblies and the Presidents of State Senates in order to obtain any information in their records, especially that regarding inter-legislative activity.

The response to the questionnaire survey was substantial, and constitutes the primary data base of the project. With a response of 55% to the original November 1973 mailing, a follow-up letter was posted in February of 1974. The overall response to the survey totaled 79.8%. On the basis of this return, field research was undertaken in three eastern states (Maine, New Hampshire and Vermont), and four midwestern states (Michigan, Indiana, Illinois, and Wisconsin). This field research was useful in verifying and embellishing the questionnaire responses, and in providing detailed information as to the development and operation of state/provincial activity. This latter information not only aided in the construction of the basic categorization schemes utilized in this report, but will also serve as the basis for more specific study of policy relevant dimensions of state/provincial activity beyond the mandate of the U.S. State Department project.

In addition to the questionnaire and field research, project research included specific correspondence and discussion with relevant non-state units, systematic mailings to directly relevant private organizations, and canvassing of published and unpublished secondary sources.

Individual contact with state officials continued during the data analysis stage, which was undertaken during an intensive six-week period ending in August of 1974. Financial resources

precluded the use of a computerized information retrieval system. Given the substantive nature of state/provincial interaction and the form of information required to address the relevant policy and attendant analytical questions, a data approach based upon computer assisted quantitative analysis was not deemed appropriate at this point.

RESEARCH RELIABILITY

Given the comprehensiveness of state officials canvassed, and their responsiveness in answering the questionnaire, it can be assumed that this study constitutes a relatively definitive statement of state/provincial interaction according to the perceptions of state officials. Here the overall 79.8% response to the questionnaire is significant, as is the constancy in total number of responses by state. These responses range from just over 40 replies per state (e.g., Rhode Island with 41) to replies per state numbering in the middle 60s (e.g., California with 62 and New York with 63). The average number of replies received by state, excluding U.S. territories, is 51.9.¹

With respect to the reliability of specific responses to the questionnaire, there are several possibilities. First, there can be, quite simply, no interactions as reported. Secondly, there can be interactions that state officials did not report because: (a) time precluded their thoroughly canvassing their departments so some interactions went unreported; (b) state officials did not consider interactions to be of sufficient regularity or formality to be relevant to the project. A third possibility is that state officials were aware of a given interaction, but were reluctant to report it for political or legal reasons. However, during the field research in seven states, there were few indications of a conscious unwillingness to report interactions, regardless of their type or functional category.

The conclusion is that limitations of reliability or comprehensiveness in the project data essentially stem not from lack of cooperation or thoroughness of state officials, but from the

1. The "U.S. Other" response totalled 144, which includes American Samoa, Guam, Puerto Rico, Trust Territories of the Pacific Islands, Virgin Islands of the United States, and the District of Columbia.

elusiveness of the state/provincial interaction itself. This elusiveness affected the development of a reporting questionnaire system, the state officials subsequent response in reporting interactions, and the classification of those interactions that were reported. The net result was that varying levels of specificity and inclusiveness concerning reported interactions made classification of the interactions difficult, especially because financial resources did not permit greater follow-up. This suggests both that this study should be regarded as a comprehensive but preliminary statement on state/provincial interaction, and that follow-up research and analysis is in order concerning the modification of the reporting system and the testing of the classification schema. In short, if the greatest difficulty concerning the mapping of state/provincial interaction is its elusiveness, the classification schema of these interactions becomes especially important concerning future research in permitting officials to conceptualize and report their interactions in a standardized manner. A revised follow-up questionnaire and report, using this study as a familiarizing point of entry, would allow for greater comprehensiveness and standardization. Indeed, the utility and feasibility of regular follow-up surveys, either annual or biennial, might be examined, thereby providing an ongoing cataloguing of state/provincial interaction.

I. STATE/PROVINCIAL INTERACTION

There are a total of 766 interactions between U.S. states and Canadian provinces. A state/provincial interaction is defined as those currently operative processes in which there is direct communication between state and provincial officials on an ongoing basis. A state/provincial interaction must therefore meet three definitional requirements.

First, the interaction must be currently active as of July 1974, based upon the interactive frequency characteristic of the activity to which a given interaction refers. Secondly, at some point in the interactive process, state and provincial officials have to be in direct communication. That is, an official of a state has to be in contact--either by letter, telephone, or face-to-face--with an official of a provincial government concerning a matter acknowledged to be relevant to official responsibilities. Thirdly, the interactive process must involve more than a single exchange. That is, it must be ongoing in the sense that the initial exchange is followed by regularized behavior with reference to more than one case or event.

The 766 state/provincial interactions identified on this basis do not, of course, exhaust the totality of a state government's transborder interactions with an external composite national unit. In the widest perspective, state governments deal directly on a regular, ongoing basis with the full range of actors from Canada, ranging from the national government, through provincial and municipal units, to private corporate and noncorporate organizations and classes of private individuals. For example, a state can interact with the Canadian Federal Government (e.g., the September 21, 1960 agreement between the Washington State Toll Bridge Authority and Her Majesty the Queen of Canada concerning the use of the ferry terminal at Sidney, British Columbia). A state can also have an interaction with private Canadian financial units (e.g., application and negotiation by the Canadian Imperial Bank of Commerce to Alaska's Division of Banking, Securities, Small Loans and Corporations to establish a banking facility in Alaska). Likewise, a state can interact with Canadian municipalities (e.g., Alaska's Division of Marine Transportation has an agreement with Prince George to supply summer travellers with travel information concerning ferry traffic). And of course, a state can have an interaction in which mixes of the above three units are operative.

From this extended perspective, 1,057 interactions have been identified and catalogued.¹ These comprise the total direct

1. This 1,057 figure includes a small number of terminated interactions, and a small number not considered as part of the project research.

interaction of U.S. states and Canadian public and private actors. Of this 1,057 total, 766 are currently operative interactions with officials of provincial governments. Given both the mandate of this project and the information availability resulting from the consequent research, it is this 766 figure which forms the basis of all the subsequent data presentation and analysis of this report.

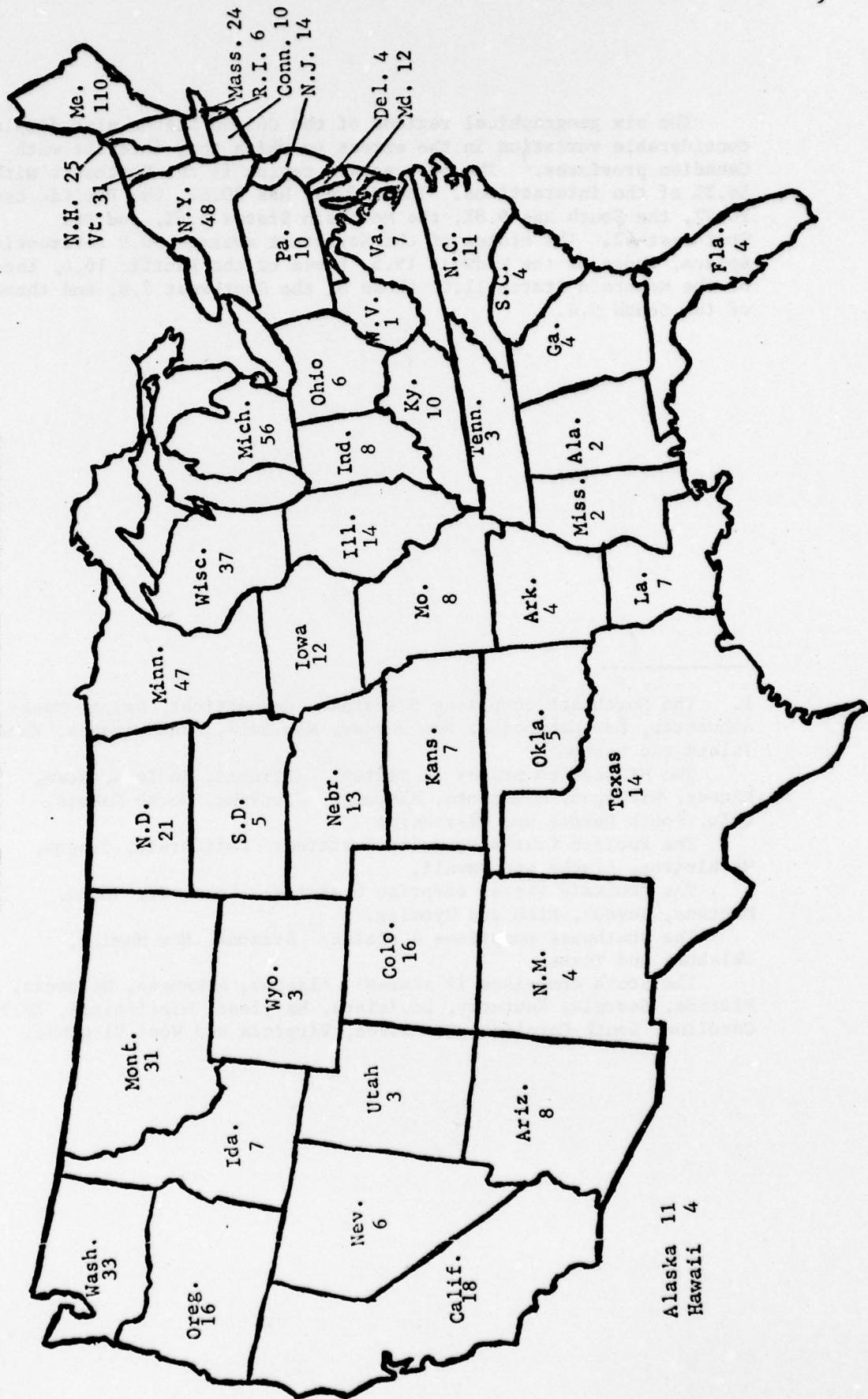
It is apparent from the following map that the 766 state interactions with Canadian provinces are distributed unevenly across the 50 states.¹ All states have at least some interaction with Canadian provinces, with the maximum being 110 (Maine) and the minimum, one (West Virginia). Eleven states have over 20 interactions, while a full half have 10 or more.

Maine alone accounts for 14.4% of the 766 interactions; Maine and Michigan for 21.7%; and Maine, Michigan and New York for 27.9%. Four states (Maine, Michigan, New York and Minnesota) account for over one-third of the interaction (34.1%), while eight states (Maine, Michigan, New York, Minnesota, Wisconsin, Washington, Montana, and Vermont) account for over one-half (51.3%). Half of the states account for 84.1% of the interactions.

The uneven geographical distribution of state/provincial interaction is rather pronounced. The fourteen border states (Alaska, Washington, Idaho, Montana, North Dakota, Minnesota, Michigan, Wisconsin, Ohio, Pennsylvania, New York, Vermont, New Hampshire and Maine) account for 61.7% of the activity. It is, however, noteworthy that a substantial portion of state/provincial interactions (the remaining 38.3%) involves states with no contiguous Canadian province. Within the border state group, the number of interactions ranges from Maine with 110 to Ohio with six, while the nonborder group extends from Massachusetts with 24 to West Virginia with one. It remains significant, however, that the highest nine states are all border states, and together account for 54.6% of the total interaction.

-
1. Excluded from this and subsequent data presentations are those interactions of the U.S. territories and the District of Columbia, and those involving only the Northwest or Yukon Territories.
 2. Although Illinois and Indiana border the Great Lakes, they do not share a boundary with Canada.

TOTAL STATE/PROVINCIAL INTERACTIONS



The six geographical regions of the United States also display considerable variation in the extent to which they interact with Canadian provinces.¹ The most active region is the Northeast with 36.3% of the interactions. The Midwest has 30.5%, the Pacific has 10.7%, the South has 9.8%, the Mountain States 8.6%, and the Southwest 4%. The states of the Northeast average 30.9 interactions apiece, those of the Midwest 19.5, those of the Pacific 16.4, those of the Mountain States 11.0, those of the Southwest 7.8, and those of the South 5.4.

1. The Northeast comprises 9 states: Connecticut, Maine, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island and Vermont.

The Midwest comprises 12 states: Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, South Dakota and Wisconsin.

The Pacific States comprise 5 states: California, Oregon, Washington, Alaska and Hawaii.

The Mountain States comprise 6 states: Colorado, Idaho, Montana, Nevada, Utah and Wyoming.

The Southwest comprises 4 states: Arizona, New Mexico, Oklahoma and Texas.

The South comprises 14 states: Alabama, Arkansas, Delaware, Florida, Georgia, Kentucky, Louisiana, Maryland, Mississippi, North Carolina, South Carolina, Tennessee, Virginia and West Virginia.

II. TYPES OF STATE/PROVINCIAL INTERACTION

Three types of state/provincial interaction are delineated in this report, utilizing the terminology of the U.S. State Department's "Work Statement": "agreements," "understanding," and "arrangements".

An agreement is defined as a jointly signed document setting forth regularized interactive procedures.¹ This is the most formal type of interaction, and can be concluded by governors and premiers (e.g., the June 1973 Curtis-Hatfield signed "Joint Agreement" between Maine and New Brunswick "to maintain and foster close cooperation in all relevant areas of concern"). An agreement can also be concluded by other state and provincial officials (e.g., the March 1973 reciprocal agreement concerning licensing of insurance agents between an official of Oklahoma's Insurance Commission and Ontario's Ministry of Consumer and Corporate Affairs).

An understanding is defined as correspondence, resolutions, communiqués, or memoranda, not jointly signed, setting forth regularized interactive procedures. An example of correspondence is the August/December 1966 exchange of correspondence between an official of Louisiana's Department of Public Safety and Ontario's Department of Transport concerning reciprocity on exemption from registration of motor vehicles and trailers. An example of a resolution is the August 1973 Resolution of the New England Governors-Eastern Canadian Premiers for the "development of joint energy policies" through the New England-Eastern Canadian Energy Advisory Committee. An example of a communiqué is the May 1972 Joint Communiqué of Maine's Governor and Quebec's Vice-Prime Minister setting forth an understanding between Maine and Quebec for cooperation in broadcasting and other areas. Finally, an example of memoranda is the January 1974 Illinois "Administrative Order" promulgating an understanding between the Illinois Department of Conservation and Ontario for cooperative fishery management in accordance with the Great Lakes Fisheries Commission.

1. Although it would appear probable that all three types would be in accordance with the desires of all parties concerned, acceptable to and understood by all parties, with the intent of being regularly followed by all parties, such dimensions are not set forth as definitional criteria, and their empirical presence is left as a matter for future research.

If there was no reported jointly signed document; nor any non-jointly signed correspondence, resolutions, communiqués, or memoranda; the interaction is typed as an arrangement. Hence, an arrangement is any other written, or verbal articulation of a regularized interactive procedure. An example would include the arrangement between New York's Department of Environmental Conservation and Ontario's Ministry of the Environment "to discuss mutual air pollution problems" through the holding of "periodic, informal meetings". A second example is the "informal arrangements" between North Dakota's Disaster Emergency Services and Saskatchewan and Manitoba "in disaster emergency preparedness, response, and recovery activities" through the holding of "co-ordinating meetings periodically" in a "manner of mutual interest without anything in writing".

These three types of interaction were delineated and defined in lieu of usage either by the individual states, or by the U.S. State Department in its diplomatic intercourse. Individual state characterizations of interaction are presented in quotes in the data presented in this report, but were not found to be useful in a definitional sense given the variance in usage by each state. Nor is diplomatic usage sufficiently rigorous or differentiated to assist in definitions (e.g. "treaties", "conventions", "pacts", "acts", "protocols") on the state/provincial level.¹ Definitions were therefore developed specifically for this project report. Given the comprehensiveness of the data compilation required by the U.S. State Department, and the differing levels of specificity with which various officials responded, the most useful definitional schema is one based upon format; that is, the observable form which an interaction takes, as reported by state officials. The use of this criterion best permits the unambiguous classification of the very diverse existing data and its subsequent consideration according to other criteria, rather than prejudging and "freezing" the motivational, legal, or other status of all reported interactions as part of the coding exercise.

There remains a fourth category concerning types of interaction, contacts. Although not presented in this report, con-

1. See for example: J.L. Brierly, The Law of Nations: An Introduction to the International Law of Peace (Sixth Edition) (Edited by Sir Humphrey Waldock) Oxford: Oxford University Press, 1963. As Brierly points out, "none of these terms has an absolutely fixed meaning..." (p. 317)

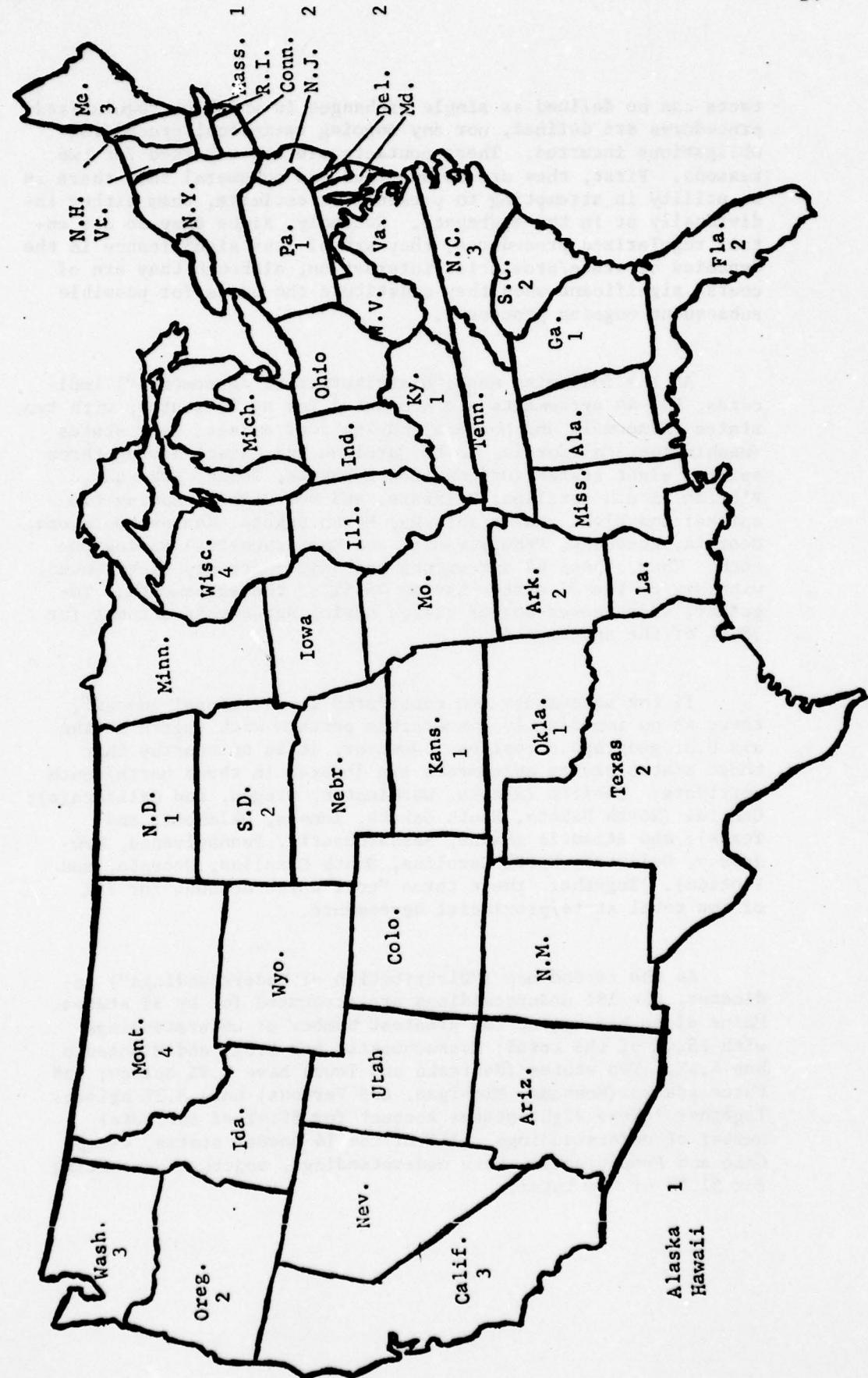
tacts can be defined as single exchanges in which no regularized procedures are defined, nor any ongoing reciprocal procedural obligations incurred. These contacts are not reported for two reasons. First, they are so numerous and ephemeral that there is no utility in attempting to present, or estimate, them either individually or in the aggregate. Secondly, since they do not entail regularized procedures, they are of less significance in the dynamics of state/provincial interaction, although they are of course significant when they constitute the basis for possible subsequent ongoing processes.

As the following map ("Distribution of Agreements") indicates, the 44 agreements are accounted for by 22 states, with two states (Wisconsin and Montana) having four apiece; four states (Washington, California, North Carolina and Maine) having three apiece; eight states (Oregon, South Dakota, Texas, Arkansas, Florida, South Carolina, Delaware, and New Jersey) having two apiece; and eight states (Alaska, North Dakota, Kansas, Oklahoma, Georgia, Kentucky, Pennsylvania, and Massachusetts) having one each. Thus, these 44 agreements are quite unevenly distributed, with six of the 22 states having 45.5% of the agreements. Together, those seven border states having agreements account for 38.6% of the agreements.

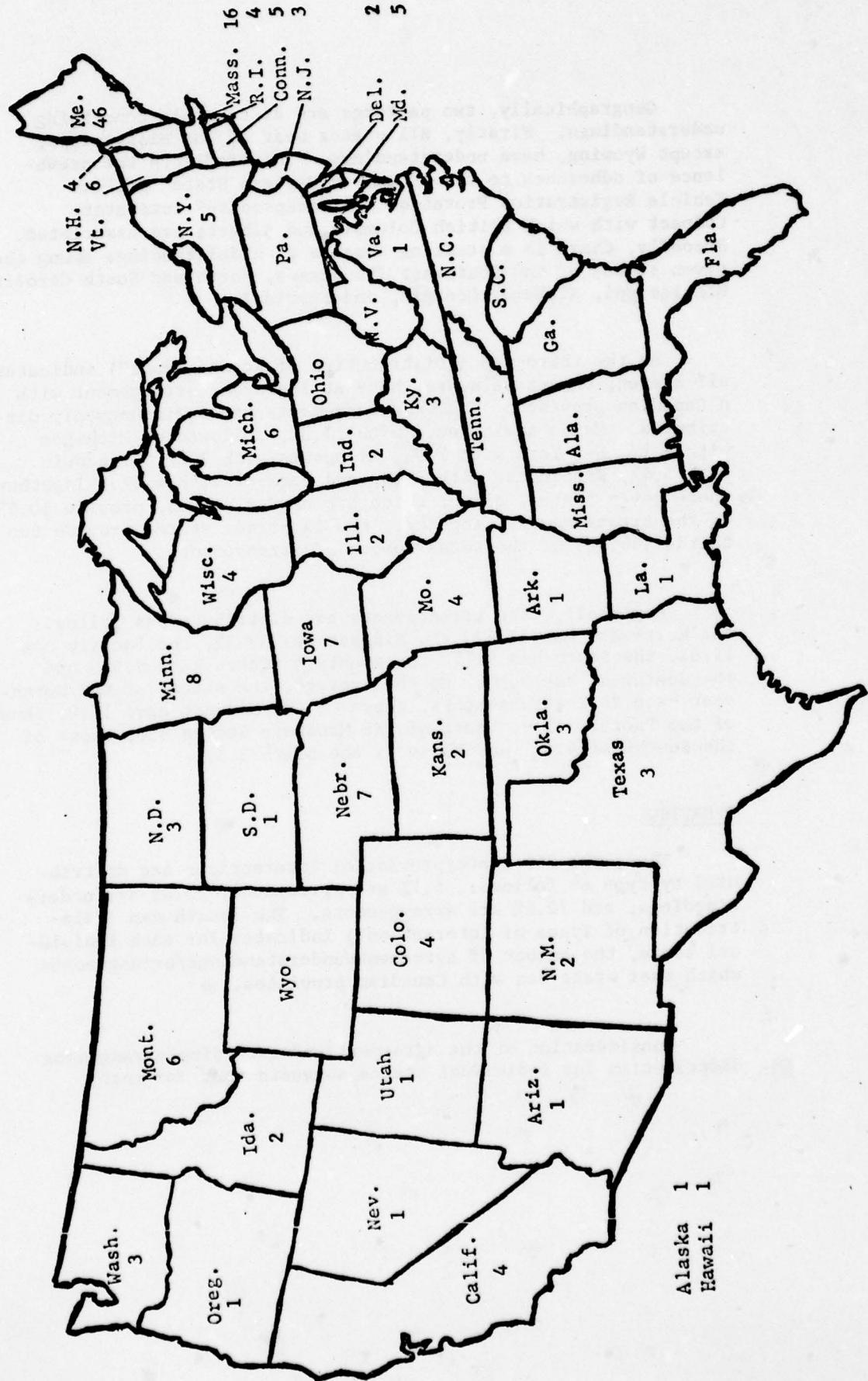
If the agreements are considered in a regional context, there is no immediately discernible pattern with regard to the six U.S. geographic regions. However, it is noteworthy that those states having agreements are located in three north/south corridors: Pacific (Alaska, Washington, Oregon, and California); Central (North Dakota, South Dakota, Kansas, Oklahoma, and Texas); and Atlantic (Maine, Massachusetts, Pennsylvania, New Jersey, Delaware, North Carolina, South Carolina, Georgia, and Florida). Together, these three "corridors" account for 75% of the total state/provincial agreements.

As the second map ("Distribution of Understandings") indicates, the 181 understandings are accounted for by 39 states. Maine alone has by far the greatest number of understandings with 25.4% of the total; Massachusetts has 8.8%, and Minnesota has 4.4%. Two states (Nebraska and Iowa) have 3.9% apiece; and three states (Montana, Michigan, and Vermont) have 3.3% apiece. Together, these eight states account for 56.4% of the total number of understandings. All of the 14 border states, except Ohio and Pennsylvania, have understandings, together accounting for 51.9% of the total.

DISTRIBUTION OF AGREEMENTS



DISTRIBUTION OF UNDERSTANDINGS



Geographically, two patterns are discernible concerning understandings. Firstly, all states west of the Mississippi, except Wyoming, have understandings. This reflects the prevalence of adherence to the 19 member Western State "Uniform Vehicle Registration Proration and Reciprocity" Interstate Compact with which British Columbia and Alberta are associated. Secondly, there is a striking absence of understandings among the seven states of the Southeast (Tennessee, North and South Carolina, Mississippi, Alabama, Georgia, and Florida).

As the third map ("Distribution of Arrangements") indicates, all states, except Delaware, have at least one arrangement with a Canadian province. The 541 arrangements are again unevenly distributed. Maine again leads with 11.3%, followed by Michigan with 9.2%, New York with 7.9%, Minnesota with 7.2%, Wisconsin with 5.4%, Washington with 5.0%, and Vermont with 4.6%. Together these seven states, all of which are border states, provide 50.6% of the arrangements. Together, the 14 border states provide two thirds (66.9%) of the total number of arrangements.

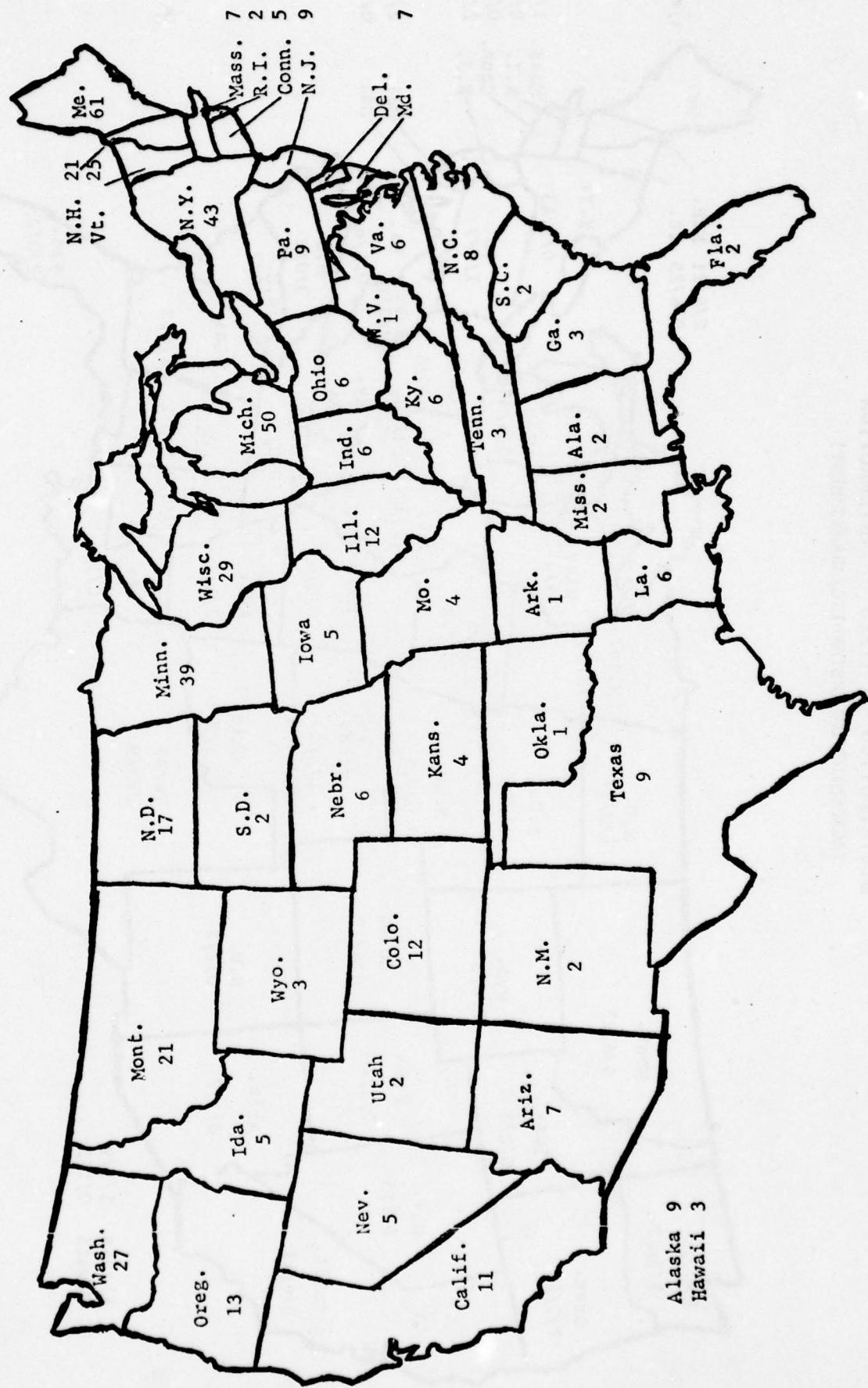
Regionally, the arrangements are distributed as follows: the Northeast has 33.6%, the Midwest has 33.3%, the Pacific has 11.6%, the South has 9.1%, the Mountain States have 8.9%, and the Southwest has 3.5%. On the average, the states of the Northeast have 20.2 arrangements, those of the Midwest have 15.0, those of the Pacific 12.6, those of the Mountain States 8.0, those of the Southwest 4.8, and those of the South 3.5.

OVERVIEW

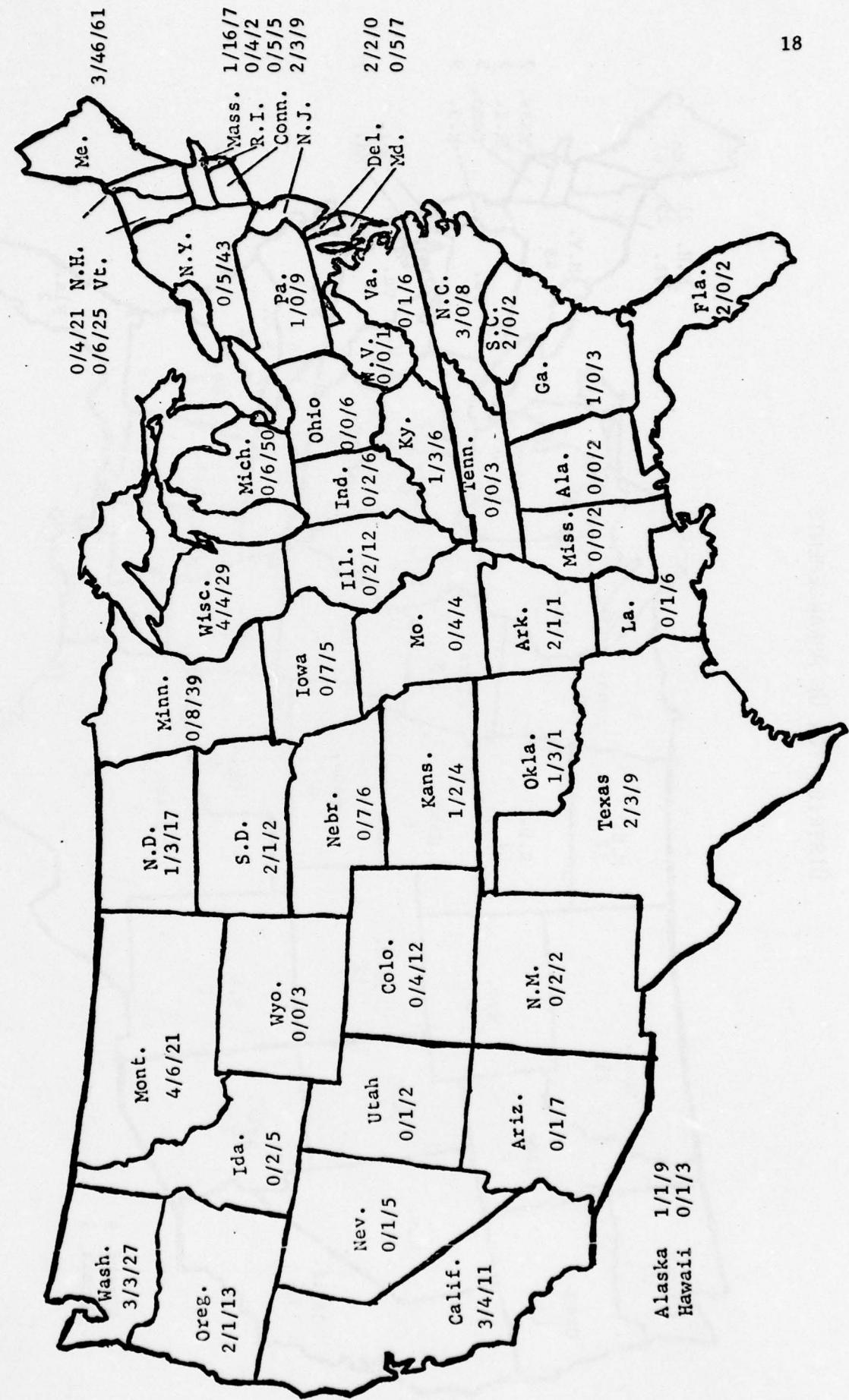
Thus, the 766 state/provincial interactions are distributed by type as follows: 5.7% are agreements, 23.6% are understandings, and 70.6% are arrangements. The fourth map ("Distribution of Types of Interaction") indicates for each individual state, the number of agreements/understandings/arrangements which that state has with Canadian provinces.

Consideration of the agreement/understanding/arrangement distribution for individual states suggests that for most,

DISTRIBUTION OF ARRANGEMENTS



DISTRIBUTION OF TYPES OF INTERACTION
(AGREEMENT/UNDERSTANDING/ARRANGEMENT)



state/provincial interaction is largely an informal affair.¹ Although only six states (Alabama, Mississippi, Ohio, Tennessee, West Virginia and Wyoming) have all their interactions take the form of arrangements, over half of the states have three-quarters or more of their interactions as arrangements. Thirty-seven states have over 50% of their interactions as arrangements, five have an even balance, and seven have less than 50%. Only one state, Delaware, has less than 20% of its interactions as arrangements.

The status of arrangements as the predominant interaction type for most states is reflected in the small percentages accounted for by agreements, which are the most formal of the three interaction types. Twenty-eight states have no agreements, and a further seven states have 10% or less of their interactions as agreements (Maine 2.7%, Massachusetts 4.2%, North Dakota 4.8%, Washington 9.1%, Alaska 9.1%, Kentucky 10%, and Pennsylvania 10%). A further eight states have from 10 to 20% of their interactions as agreements (Wisconsin 10.8%, Oregon 12.5%, Montana 12.9%, Kansas 14.3%, New Jersey 14.3%, Texas 14.3%, California 16.7%, and Oklahoma 20%). The remaining figures are Georgia 25%, North Carolina 27.3%, South Dakota 40%, and Arkansas, Delaware, Florida, and South Carolina 50%.

In view of this pronounced weighting of interaction types toward the less formal type activity, both in the aggregate and for most individual states, it is tempting to speculate as to the development of state/provincial interaction. For example, this pattern would appear to be consistent with a developmental sequence in which a state begins with interactions in the form of arrangements and proceeds over time to formalize these arrangements or to conclude other understandings and agreements on

1. It must be recognized that this individual and overall distribution is to some extent a result of incomplete reported information in conjunction with the coding scheme. (Unless state officials reported that a given interaction takes the form of a jointly signed agreement or meets the definitional requirements of an understanding, that interaction is classified as an arrangement). This fact poses severe limitations for the degree of quantitative analysis possible with these figures, in the absence of further analytical and empirical work.

this base. Although the virtual absence of cases in which there are agreements and understandings without arrangements supports this speculation, caution must be exercised. For it is equally possible that both formal and informal types of interaction are simultaneously a response to a given set of needs which arise at a particular moment, or that the distribution of types depends upon the particular characteristics of those specific needs. Equally, the types of interaction could also be dependent upon those operative constitutional parameters which apply to given areas of interaction, and upon those other governmental and nongovernmental actors involved. Hence definitive conclusions as to the dynamic relationship between types of interaction, the temporal evolution of given distributions, and the projective implications this has for future activity is contingent upon a more detailed form of causal analysis than is possible within the mandate of this report.

III. FUNCTIONAL NATURE OF STATE/PROVINCIAL INTERACTION

The overall activities of "governments", including state governments, can be usefully disaggregated into component activities. That is, the organizational subdivisions of governments regularly perform diverse but interrelated functions that contribute to the maintenance of the larger whole and serve the needs of the territorial jurisdictions for which they are responsible. These subdivisions can be characterized as functional categories. Eleven such categories have been developed for this report which map the range of governmental activity.¹

- 1) Agriculture
- 2) Commerce and Industry
- 3) Educational and Cultural
- 4) Energy
- 5) Environmental Protection
- 6) Human Services
- 7) Military and Civil Defense
- 8) Natural Resources
- 9) Public Safety
- 10) Transportation
- 11) Unclassified/General

It should be noted that these functional categories are grounded in actor-based definitions. A total of 68 state governmental subdivisions (according to the Council on State Government's classification scheme) were contacted in the questionnaire survey. To impose a standardized sense of order on these units and their welter of activities, the subdivisions were divided into the above eleven functional categories. An interaction involving a state governmental subdivision is therefore classified accordingly. This has the advantage of not only providing an empirically grounded definition, but one in which the categories generally correspond to popular impressions (e.g., the categories are intuitively self-explanatory).

1. These functional categories can also be analytically regarded as "issue areas."

2. For example, "Commerce and Industry" includes the following subdivisions: Advertising, Insurance, Banking, Labor/Arbitration and Mediation, Labor and Industrial Relations, Commerce, Economic Development, Tourism, Licensing/Occupational and Professional, and Securities, "Environmental Protection" includes: Environment, Pollution Control/Air, Pollution Control/Water, Water Resource Management, Solid Waste Management.

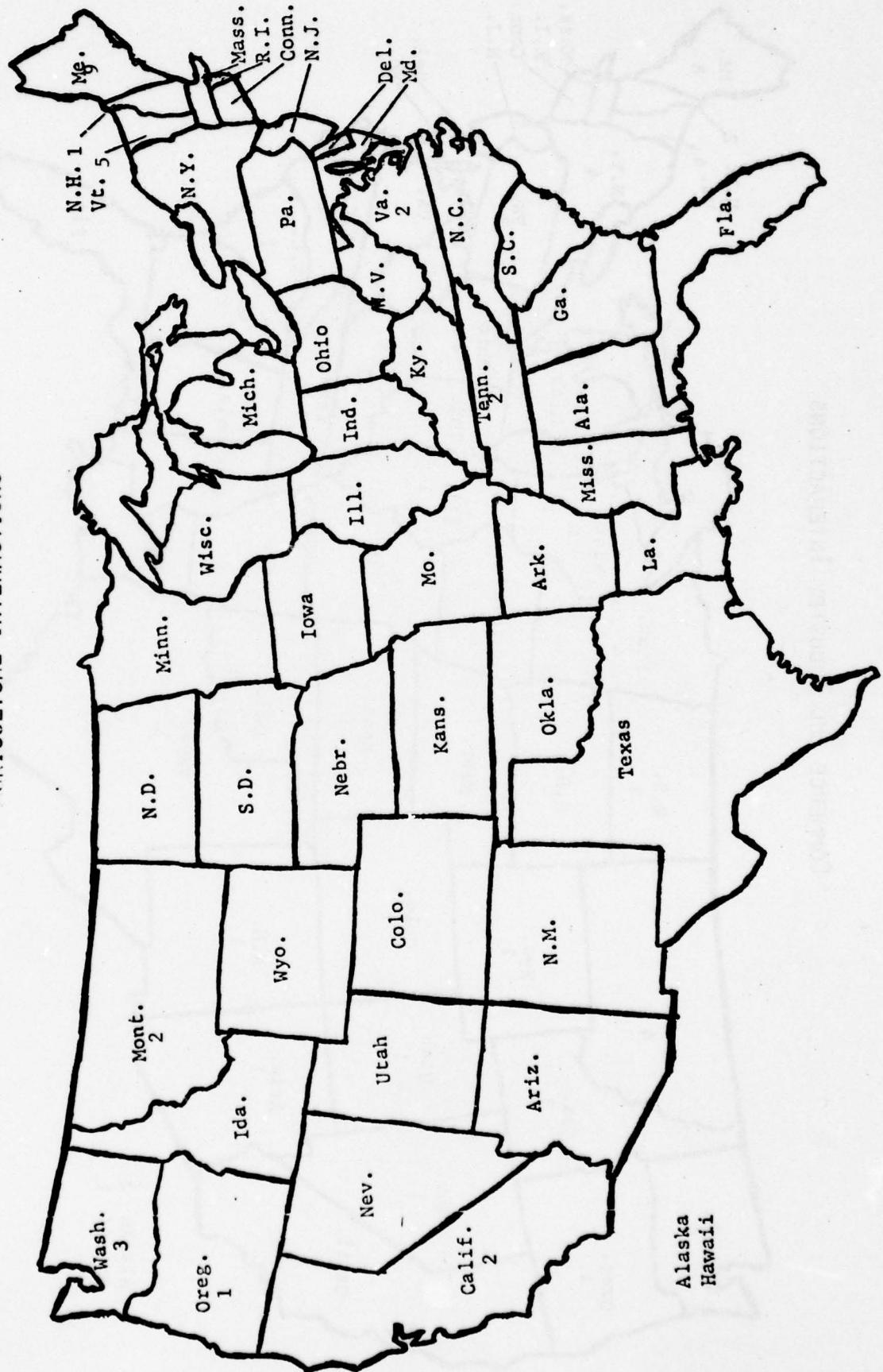
As the following map ("Agriculture Interactions") demonstrates, the field of Agriculture is one of the least active areas. Only nine states have interactions with provinces in this area, for a combined total of 27 interactions, giving an average of three each or .54 for all 50 states. Five of the nine states are along the border, with the three New England border states (Maine, Vermont and New Hampshire) being particularly active, accounting for 55.6% of the 27 interactions. Perhaps surprising is the absence of any reported activity in this area on the part of the Midwestern states.

The second map ("Commerce and Industry Interactions") indicates that Commerce and Industry is the second most widespread area in terms of the number of states reporting interactions (37), and the third most active in terms of the total number of interactions in this area (80). These interactions are fairly evenly distributed, for apart from Maine's eight and Washington's five, the remaining 35 states have between one and four interactions. The average number of interactions in this area is 2.16 per state for those 37 states having interactions in this area, and 1.6 for all 50 states. All 14 border states have provincial interactions dealing with commerce and industry, and together they account for 61.3% of the interactions in this area. Regionally, there is also a fairly even distribution, with only the Southwest (including California) and the Southeast being somewhat underrepresented.

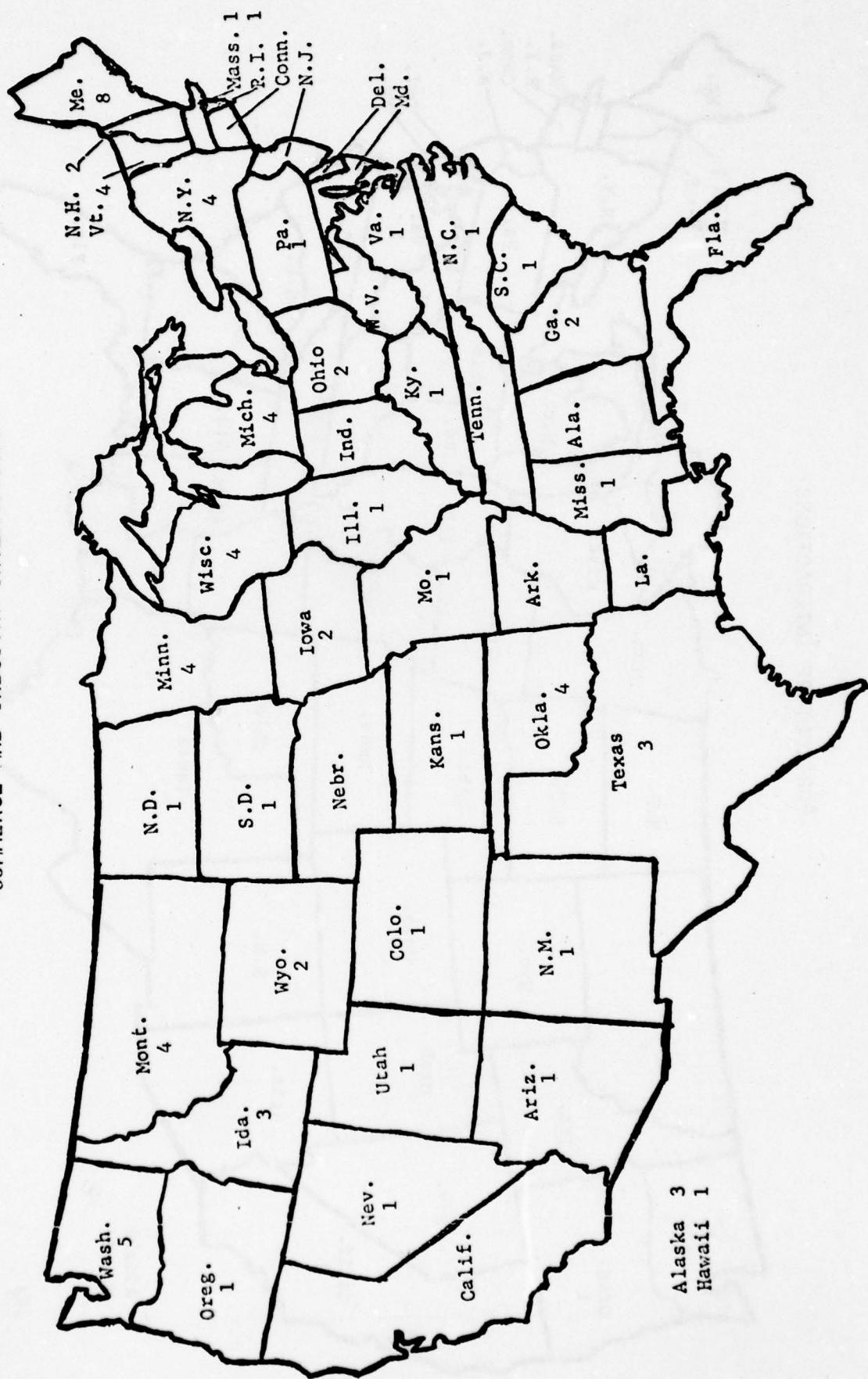
Almost half the states (24) have interactions regarding Educational and Cultural affairs. (See the third map, "Educational and Cultural Interactions") The 44 interactions in this area are accounted for primarily by the three New England border states (Maine with nine, New Hampshire with six, and Vermont with three) and by Louisiana (five). These four states, which have large concentrations of Francophone Americans, together account for 52.3% of the educational and cultural interaction. Apart from Colorado with two, all remaining states have only one interaction apiece. The overall average is 1.83 interactions for each of the 24 states with interactions, and .88 for all 50 states. The 12 border states having educational and cultural interactions provide 61.4% of the total activity in this area.

As the fourth map ("Energy Interactions") indicates, 17 states have a total of 36 interactions in the field of Energy, for an average of 2.12 apiece. The average for all 50 states is .72. These interactions are quite unevenly distributed. Maine's six, New York's five, and Michigan and Montana's four apiece account for 52.8% of the interactions. Interactions in the area of energy are largely a border phenomenon. The nine border states which have such interactions account for three-fourths of the total. Seven

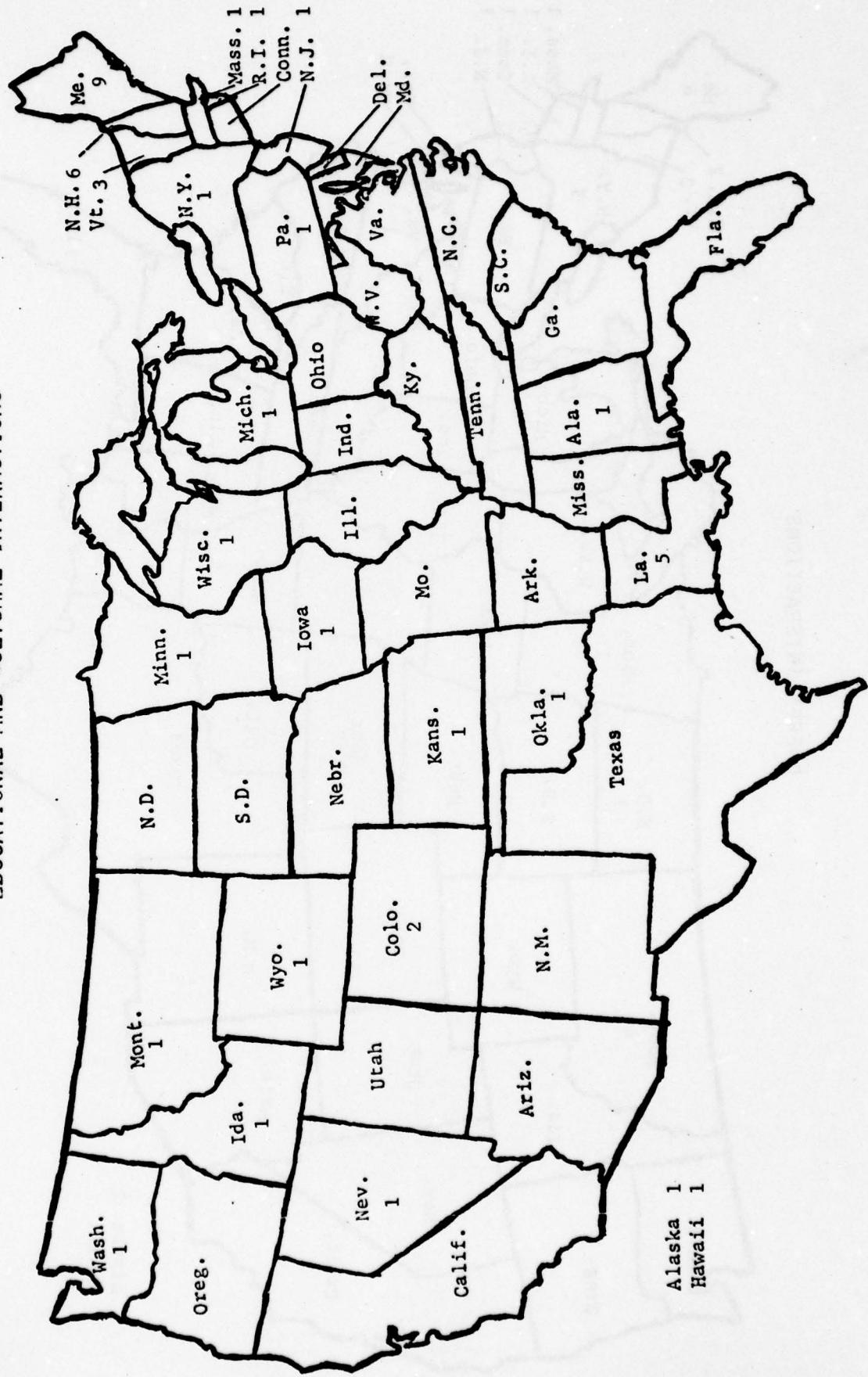
AGRICULTURE INTERACTIONS



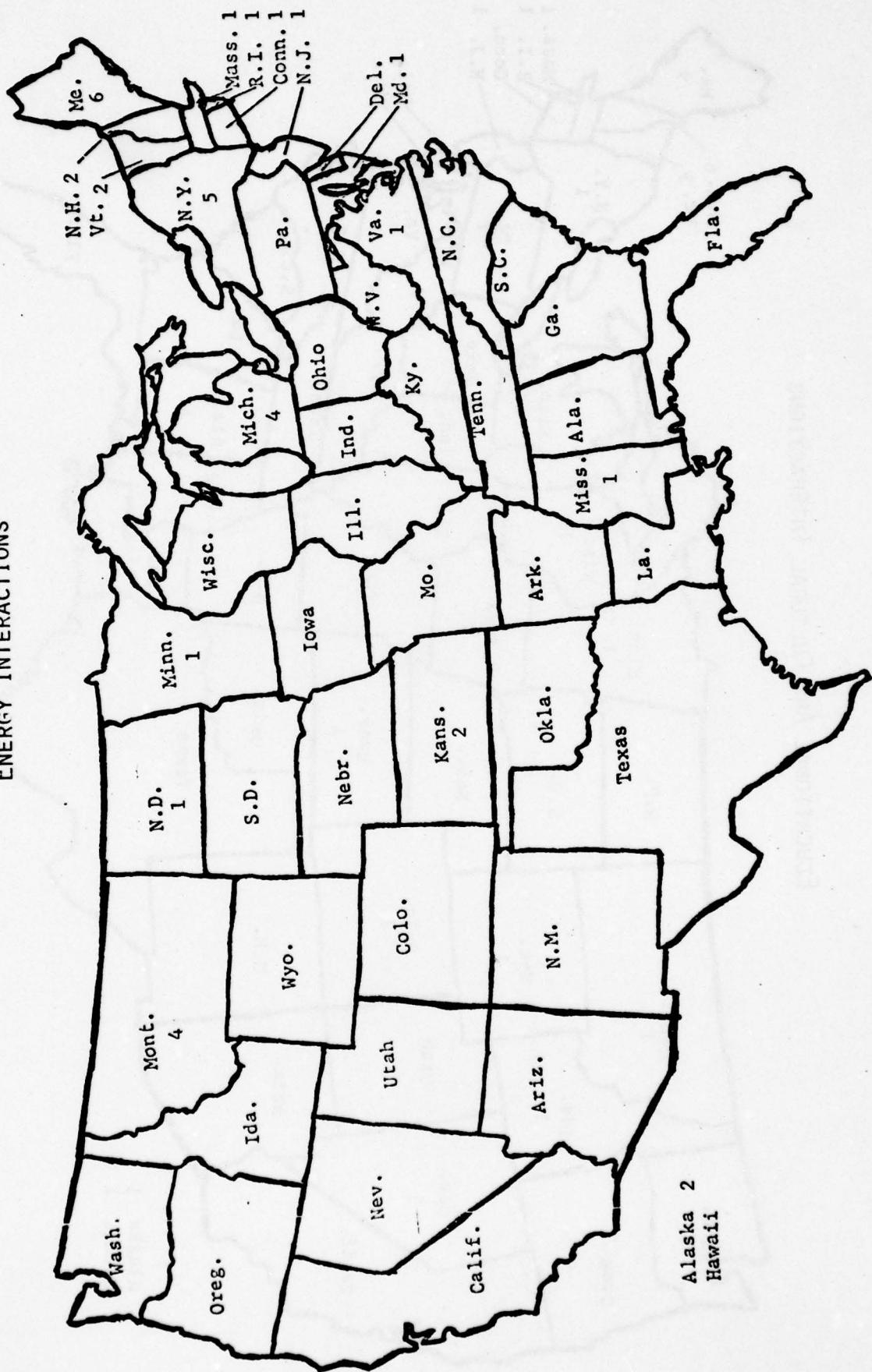
COMMERCE AND INDUSTRY INTERACTIONS



EDUCATIONAL AND CULTURAL INTERACTIONS



ENERGY INTERACTIONS



nonborder states reporting energy interaction (four Northeastern, three Southern) have one apiece, and one nonborder Midwestern state, Kansas, with two, all generally have their interactions in the form of an exchange of geological information.

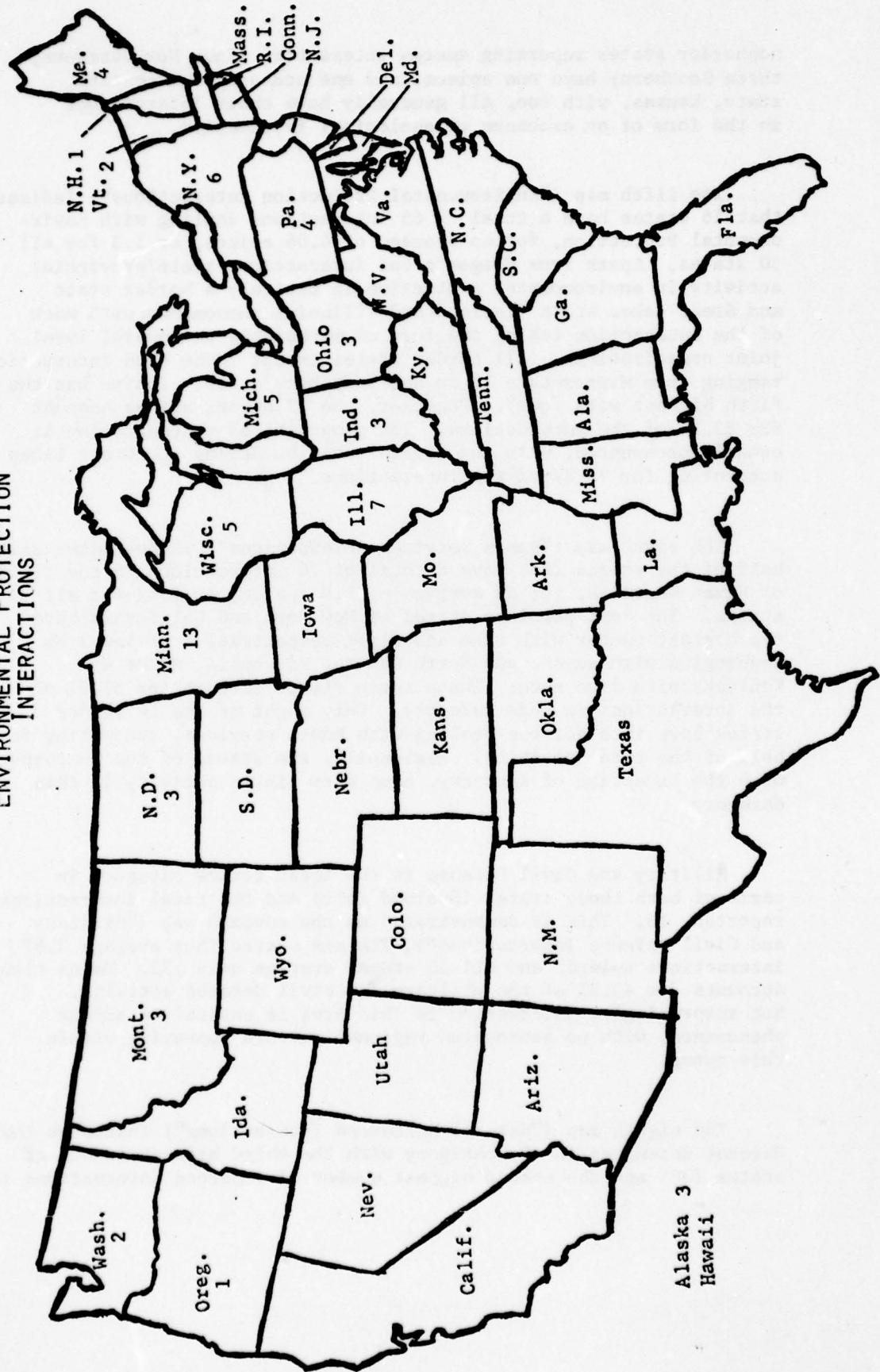
The fifth map ("Environmental Protection Interactions") indicates that 16 states have a total of 65 interactions dealing with Environmental Protection, for an average of 4.06 apiece, or 1.3 for all 50 states. Apart from Oregon's one interaction, state/provincial activity in environmental protection is entirely a border state and Great Lakes state (Indiana and Illinois) phenomenon, with much of the interaction taking the form of membership on federal level joint organizations. All border states except Idaho have interactions, ranging from Minnesota's 13 to New Hampshire's one. (Maine has the fifth highest with four). Together, the 13 border states account for 83.1% of the interactions. The geographical concentration is equally pronounced, with the eight states bordering the Great Lakes accounting for 70.8% of the interactions.

The sixth map ("Human Services Interactions") demonstrates that half of the states (26) have a total of 76 interactions in the field of Human Services, for an average of 2.9 apiece, or 1.52 for all 50 states. The most populous states of New York and California have the highest number with nine and eight respectively; followed by Washington with seven; and North Dakota, Wisconsin, Maine and Kentucky with five each. These seven states account for 57.9% of the interactions in this category. Only eight of the 14 border states have interactions dealing with human services, accounting for half of the total activity. Regionally, the states of the Southeast, with the exception of Kentucky, have very little activity in this category.

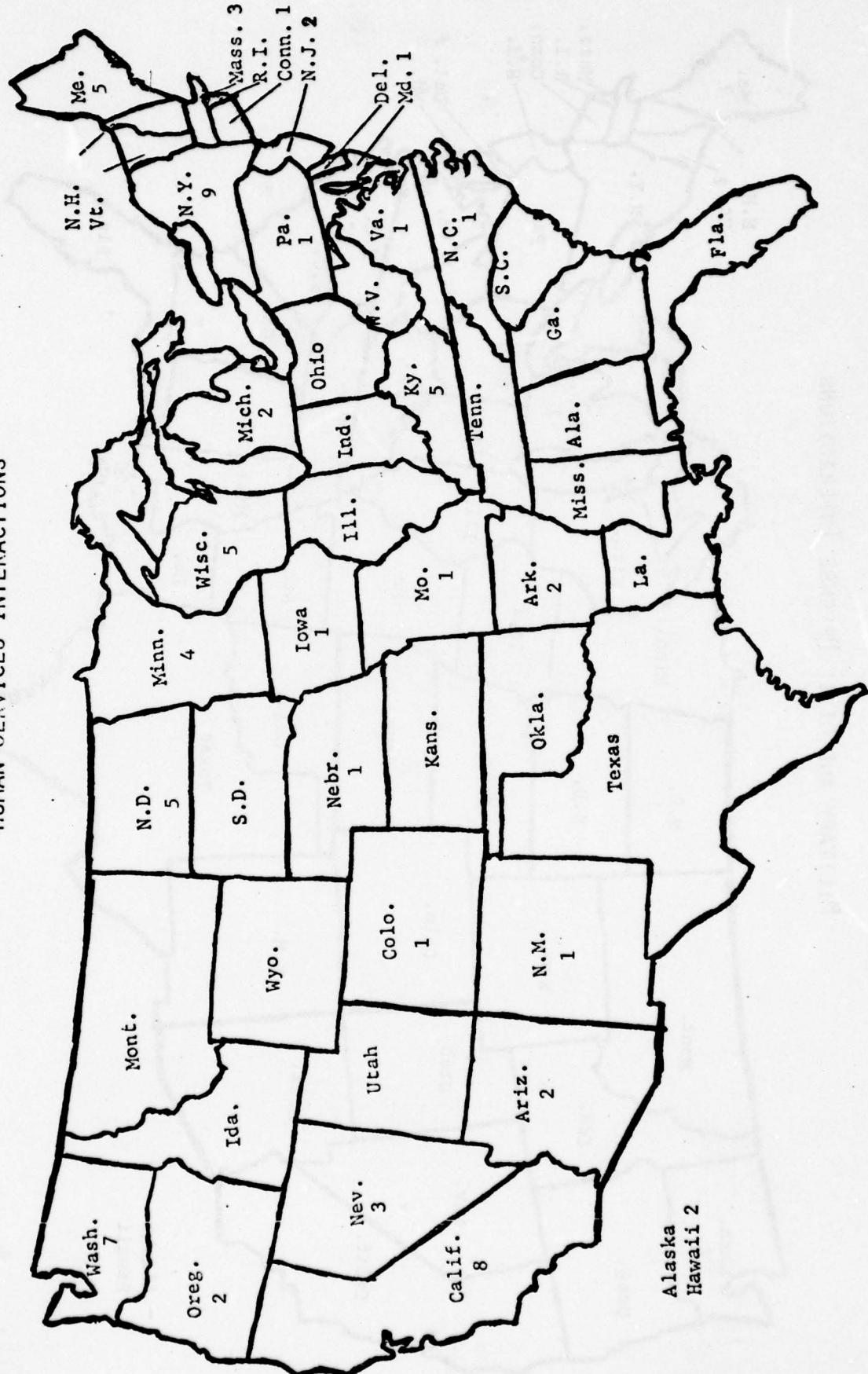
Military and Civil Defense is the least active category in terms of both those states involved (six) and the total interactions reported, 16. This is demonstrated on the seventh map ("Military and Civil Defense Interactions"). The six states thus average 2.67 interactions apiece, and all 50 states average only .32. Maine alone accounts for 43.8% of the military and civil defense activity. Not surprisingly, interaction in this area is entirely a border phenomenon, with no pronounced regional pattern appearing within this group.

The eighth map ("Natural Resources Interactions") indicates that Natural Resources is the category with the third highest number of states (28) and the second highest number of reported interactions (149).

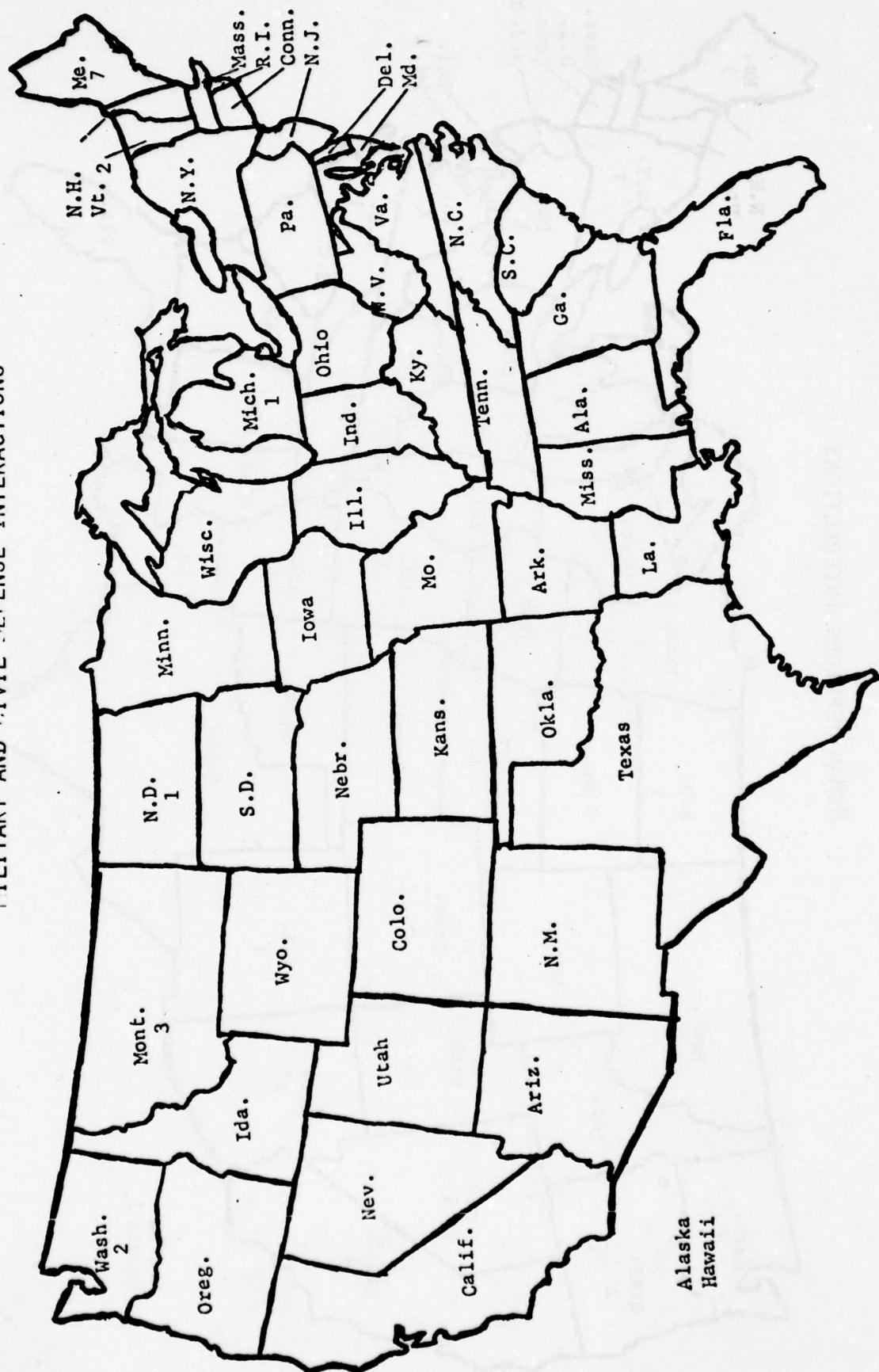
ENVIRONMENTAL PROTECTION
INTERACTIONS



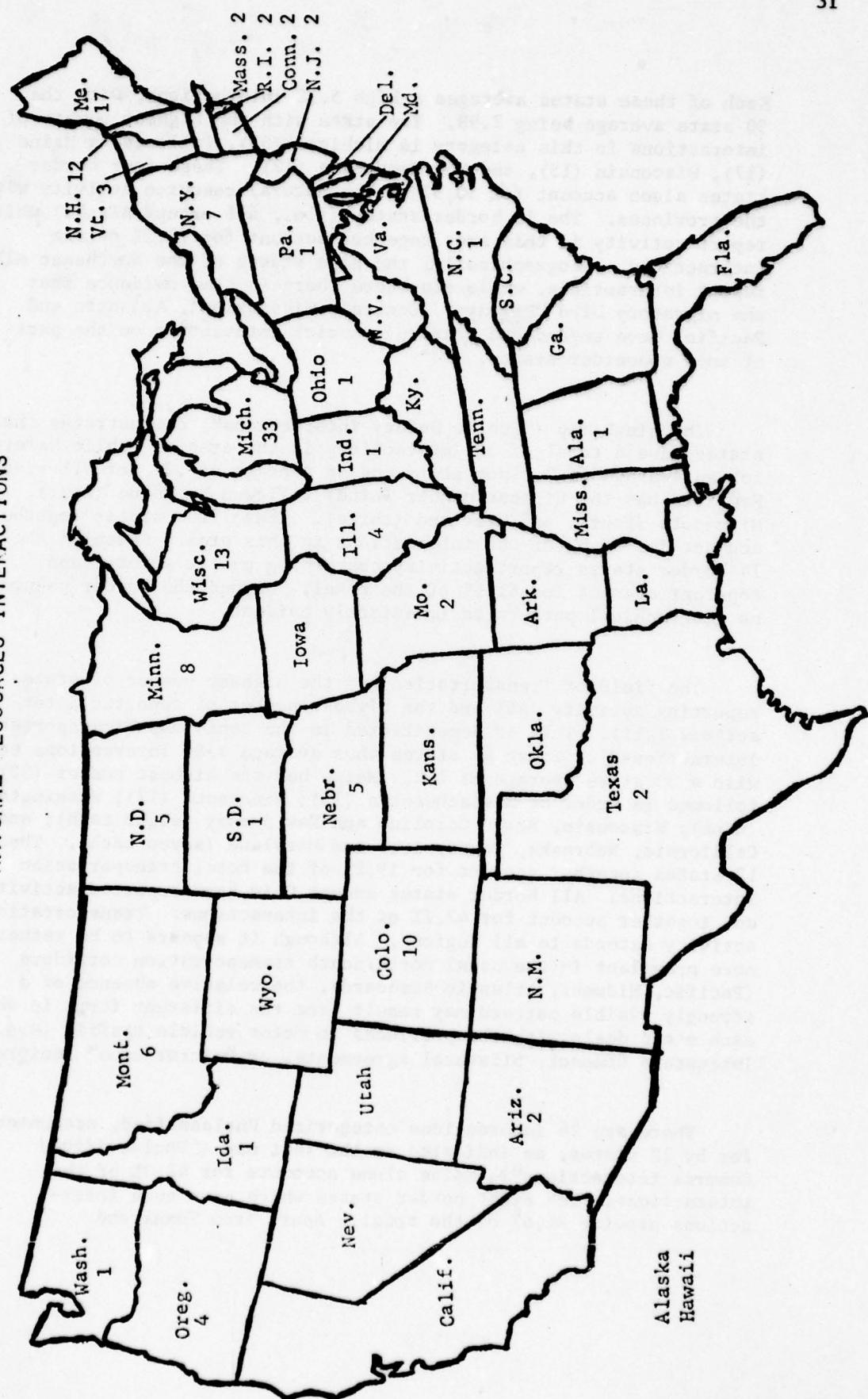
HUMAN SERVICES INTERACTIONS



MILITARY AND CIVIL DEFENSE INTERACTIONS



NATURAL RESOURCES [INTERACTIONS]



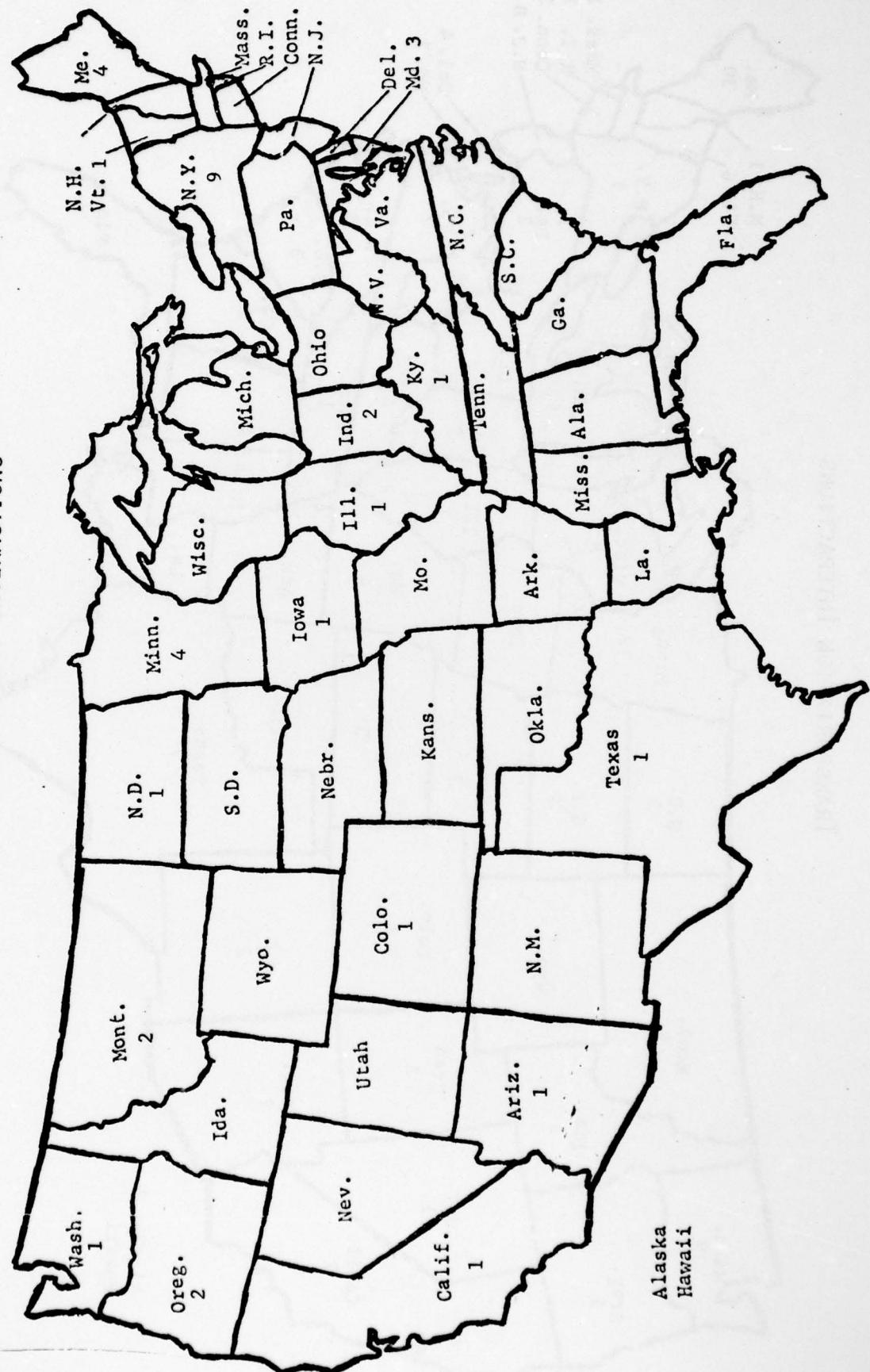
Each of these states averages a high 5.32 interactions, with the 50 state average being 2.98. The state with the highest number of interactions in this category is Michigan (33), followed by Maine (17), Wisconsin (13), and New Hampshire (12). These four border states alone account for 50.3% of the natural resource activity with the provinces. The 13 border states (i.e., all except Alaska) which report activity in this area together account for 72.5% of the interactions. Geographically, the nine states of the Northeast all report interactions, while elsewhere there is some evidence that the migratory bird "Flyways" (Central, Mississippi, Atlantic and Pacific) have engendered state/provincial interaction on the part of some nonborder states.

The ninth map ("Public Safety Interactions") demonstrates that 17 states have a total of 36 interactions in the area of Public Safety, for an average of 2.1 per state and an average of .72 for all states. New York has the highest number (nine) followed by Maine (four), Minnesota (four), and Maryland (three). These four states together account for 55.6% of the interactions in this area. Seven of the 14 border states report activity concerning public safety, and together account for 61.1% of the total. Beyond the border phenomenon, no geographical pattern is immediately evident.

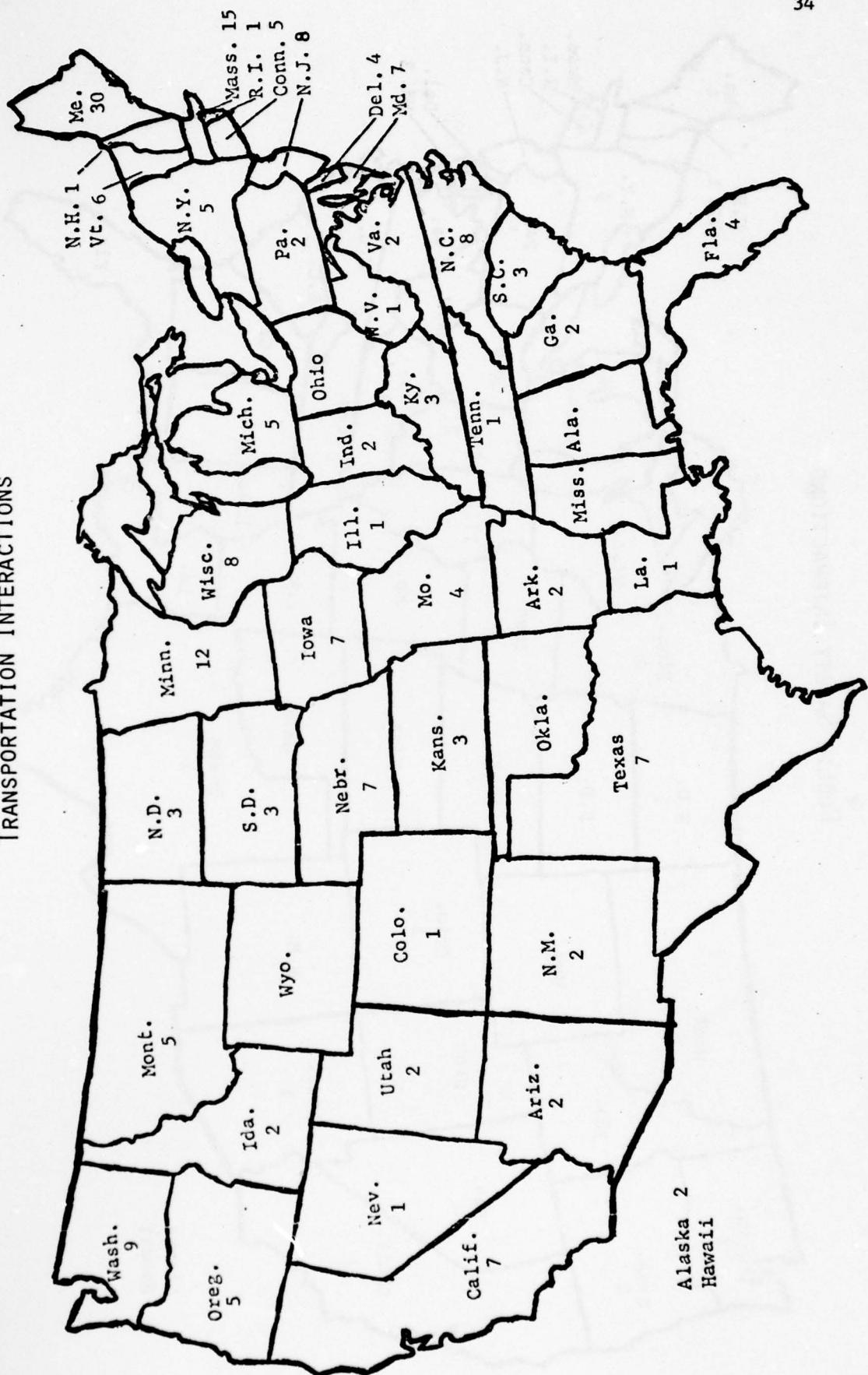
The field of Transportation has the highest number of states reporting activity (44) and the highest number of reported interactions (211). This is demonstrated in the tenth map ("Transportation Interactions"). These 44 states thus average 4.80 interactions each, with a 50 state average of 4.2. Maine has the highest number (30); followed in order by Massachusetts (15); Minnesota (12); Washington (nine); Wisconsin, North Carolina and New Jersey (eight each); and California, Nebraska, Texas, Iowa and Maryland (seven each). These 12 states together account for 59.2% of the total transportation interactions. All border states except Ohio have reported activity, and together account for 42.7% of the interactions. Transportation activity extends to all regions. Although it appears to be rather more prevalent in the usual north/south transportation corridors (Pacific, Midwest, Atlantic Seaboard), the relative absence of a strongly visible pattern may result from the different forms in which each state deals with the provinces in motor vehicle traffic (e.g., Interstate Compact, bilateral agreements, or "mirror-type" reciprocity).

There are 26 interactions categorized Unclassified, accounted for by 12 states, as indicated on the last map ("Unclassified/General Interactions"). Maine alone accounts for 42.3% of the interactions. The eight border states which have such interactions provide 84.6% of the total. Apart from Texas and

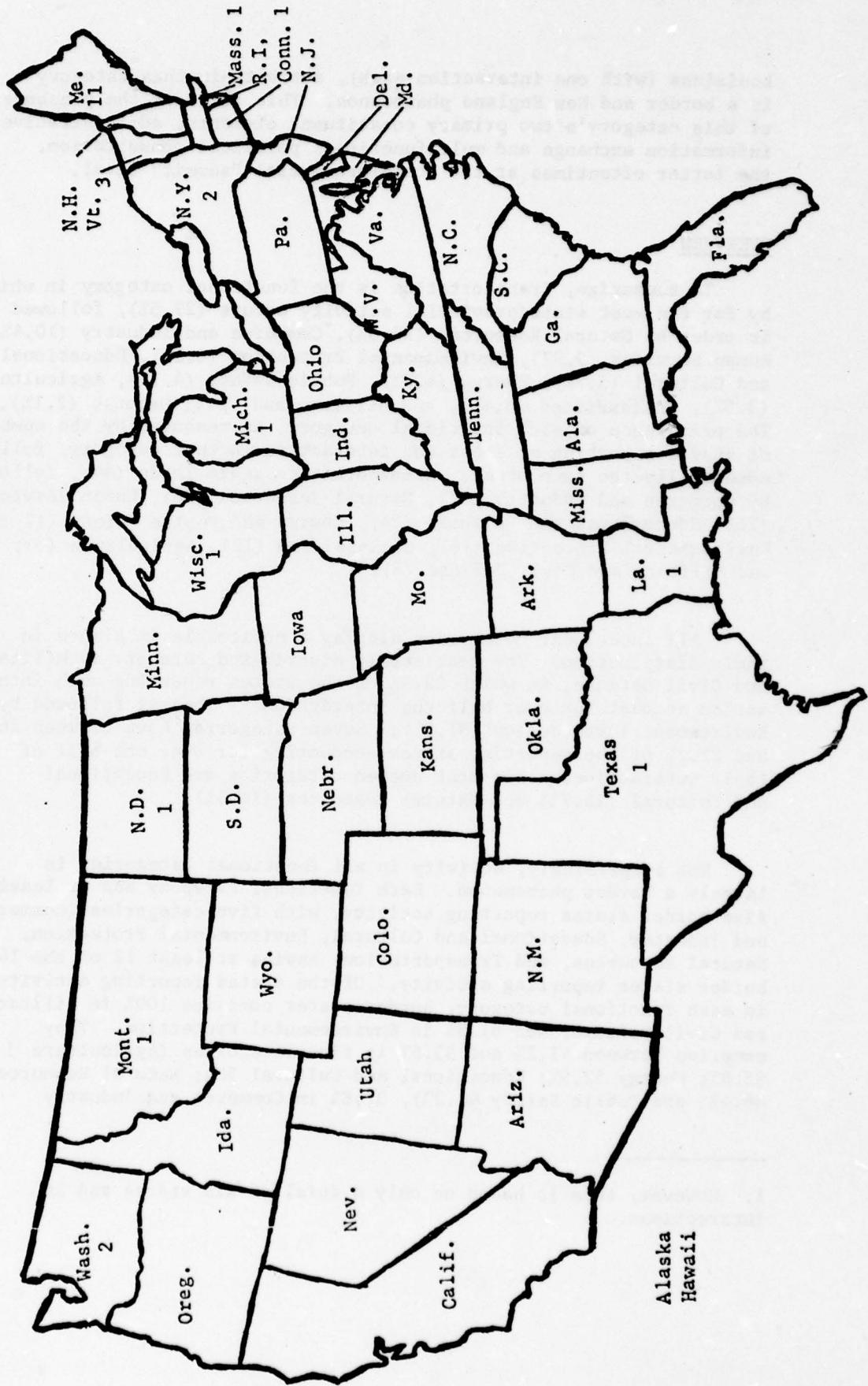
PUBLIC SAFETY INTERACTIONS



TRANSPORTATION INTERACTIONS



UNCLASSIFIED/GENERAL INTERACTIONS



Louisiana (with one interaction each), activity in this category is a border and New England phenomenon. This reflects the presence of this category's two primary constituent elements, administrative information exchange and multifunctional political consultation, the latter oftentimes at the state/provincial "summit" level.

OVERVIEW

To summarize, Transportation is the functional category in which by far the most state/provincial activity occurs (27.5%), followed in order by Natural Resources (19.5%), Commerce and Industry (10.4%), Human Services (9.9%), Environmental Protection (8.5%), Educational and Cultural (5.7%), Energy (4.7%), Public Safety (4.7%), Agriculture (3.5%), Unclassified (3.4%), and Military and Civil Defense (2.1%). The prevalence of each functional category, as measured by the number of states reporting at least one interaction in that category, follows essentially the same order. Transportation again leads (44), followed by Commerce and Industry (37), Natural Resources (28), Human Services (26), Educational and Cultural (24), Energy and Public Safety (17 each), Environmental Protection (16), Unclassified (12), Agriculture (9), and Military and Civil Defense (6).

All functional categories display a noticeable imbalance in their distribution. The most evenly distributed category is Military and Civil Defense, in which 33.3% of the states reporting such interaction account for over half the interaction.¹ This is followed by Environmental Protection (31.3%). Seven categories have between 26.6% and 22.2% of the reporting states accounting for over one-half of their interactions. The most uneven categories are Educational and Cultural (16.7%) and Natural Resources (14.3%).

Not surprisingly, activity in all functional categories is largely a border phenomenon. Each functional category has at least five border states reporting activity, with five categories (Commerce and Industry, Educational and Cultural, Environmental Protection, Natural Resources, and Transportation) having at least 12 of the 14 border states reporting activity. Of the states reporting activity in each functional category, border states comprise 100% in Military and Civil Defense, and 81.3% in Environmental Protection. They comprise between 41.2% and 55.6% in five categories (Agriculture 55.6%; Energy 52.9%; Educational and Cultural 50%; Natural Resources 46.4%; and Public Safety 41.2%), 37.8% in Commerce and Industry,

1. However, this is based on only a total of six states and 16 interactions.

30.8% in Human Services, and only 29.5% in Transportation. The border states account for over half the interactions in nine categories (Military and Civil Defense 100%; Unclassified 84.6%; Environmental Protection 83.1%; Energy 75.0%; Agriculture 74.1%; Natural Resources 72.5%; Educational and Cultural 61.4%; Commerce and Industry 61.3%; and Public Safety 61.1%). The most geographically distributed categories are Human Services and Transportation, in which border states provide 50% and 42.7% of the interaction respectively. Thus, the border states appear to provide the greatest activity in those "politicized" areas of most concern to their respective federal governments.

The importance of border location is further seen in consideration of those individual states which have the highest number of interactions in each functional category. Nonborder states occupy only 4 of the 33 positions¹ for the three states with the highest number of interactions in the 11 categories (Louisiana places third in Educational and Cultural, Illinois second in Environmental Protection, California second in Human Services, and Massachusetts second in Transportation). Border states place first in all 11 categories. Maine alone leads in seven categories, places second in two (Natural Resources and Public Safety) and does not place in two (Human Services and Environmental Protection). New York leads two categories (Human Services and Public Safety), is second in one (Energy), and third in three (Commerce and Industry, Environmental Protection, and Unclassified). Michigan leads Natural Resources, and places third in Commerce and Industry and Energy. Minnesota leads Environmental Protection, places second in Public Safety, and places third in Commerce and Industry and Transportation. Washington places second in Commerce and Industry, and third in Human Services and Military and Civil Defense. Even within the border group then, it appears that the eastern states are the more active.

The importance of a border location in generating state/provincial activity is further seen in examining the geographical/regional patterns which characterize the various functional categories. Generally, those regions with no or few border states have the most functionally concentrated activity. Thus, the four Southwestern States report no interactions in four categories

1. The 33 indicates the number of possible positions. Because of ties, however, more than 33 states fill those positions yet only 4 are nonborder states.

(Agriculture, Energy, Environmental Protection, and Military and Civil Defense). The 14 Southern States report no interactions in two (Environmental Protection and Military and Civil Defense), and the Midwest reports none in one (Agriculture).

This same pattern is evident when reviewing the geographical prevalence of the various functional categories. About half or more of the total activity in seven categories is accounted for by a single region, with the majority in the remaining four categories provided by two of the six regions. The nine state Northeast region provides the majority of interactions in Agriculture (55.6%), Educational and Cultural (52.3%), Energy (52.8%), Military and Civil Defense (56.3%), and Unclassified (69.2%). Moreover, the Northeast is one of two regions providing a majority in Commerce and Industry (26.3%), Human Services (27.6%), Public Safety (38.9%), and Transportation (34.6%). The Northeast region thus has the most number of interactions in all categories but Environmental Protection¹, and Natural Resources, where it places second. The 12 state Midwestern Region provides a majority in Environmental Protection (60.0%), and is one of two regions providing a majority in Commerce and Industry (26.3%), Human Services (25.0%), Public Safety (25.0%), and Transportation (26.1%). The Midwest thus leads in Environmental Protection, Natural Resources, and Commerce and Industry, and places second in Energy, Human Services, Public Safety, Transportation, and Unclassified.²

Much of the same pattern emerges in consideration of regional orderings corrected for the differing number of states in each region. The Northeast's regional average is greater than the combined averages of all other regions in Energy and Unclassified. The Northeast's average is the highest in eight categories, and places second in the remaining three (Environmental Protection, Natural Resources, and Human Services). The Midwest average leads in Environmental Protection and Natural Resources and places second in Energy and Transportation. The Pacific States' average leads in Human Services and places second in Agriculture, Public Safety, and Unclassified. The Mountain States place second in Educational and Cultural, Energy, and Military and Civil Defense. The Southwest places second in Commerce and Industry.

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1. It is tied for first by the Midwest in Commerce and Industry.
 2. It is tied here by the five-state Pacific Region.
 3. Where it ties with all remaining regions but the Pacific.

The Southern States' average is consistently near the bottom of all categories.

In conclusion, the eleven functional categories into which state/provincial transborder interaction can be divided display a noticeable consistency in their patterns. All are unevenly distributed, both in the number of states reporting interactions and in the number of total interactions reported. In virtually all cases the border states account for a disproportionate amount of the activity, and those geographic regions with states located on or near the border are considerably more active than their more remote equivalents.

This composite pattern, however, is not sufficiently pronounced to prevent the appearance in the different functional categories of different causal combinations of these and other recurrent attributes. Nor does it eliminate the need to look for specific factors which appear to have an important, if functionally limited, role in a given category. It is this two dimensional nature of state/provincial interaction which points to the analytical need to view such interaction on a functionally disaggregated basis, and thus address the substantive question of whether such activity is primarily an overall governmental phenomenon, or one grounded in the perceived requisites of individual functional areas.

IV. STATE/PROVINCIAL INTERACTION BY TYPE AND FUNCTIONAL CATEGORY

The importance of viewing state/provincial interaction on a functionally disaggregated basis is further seen in re-examining the types of interaction which have been concluded. As the following chart indicates, the proportion of agreements, understandings and arrangements varies markedly by functional category. Informal activity is the only type in Agriculture and Public Safety. (These categories have no agreements or understandings.) It constitutes 84.2% in Human Services, 83.9% in Natural Resources, and 77.3% in Educational and Cultural, all of which have no agreements. Informal activity also characterizes Environmental Protection (98.5%) which has a single agreement and no understandings. Of the five categories which have all three types of interactions, informal arrangements continue to predominate in Commerce and Industry providing 91.3% of the interactions in this category. Arrangements constitute 84.6% of Unclassified activity, 63.9% of the Energy function, and 56.3% of that in Military and Civil Defense. Only in Transportation is there more formal than informal activity, with arrangements providing only 30.3% of the total.

The marked variation in the distribution of interaction types according to functional category suggests that there is not a general tendency for arrangements to evolve into, or otherwise produce more formal activity, culminating in some "natural" proportion at a terminal point. At the very least it must be acknowledged that any such general developmental sequence occurs at different rates according to the way in which general factors differentially affect each specific functional category. Attention must also be directed at the way in which these same or other factors may operate against formal activity or the formalization of activity, or "freeze" a specific informal-formal distribution at a given point in time. Moreover, it is necessary to consider the way in which formal activity itself may replace, rather than add to, existing informal cooperation, spawn additional informal activity under its "umbrella", or be replaced by it.

In the absence of further research, it is difficult to comprehensively list the relevant factors, let alone definitively state the interrelationships among them, and determine how they operate to produce distributions of interaction types over time in the various functional categories.¹ However, some tentative

1. These factors, together with such considerations as the constitutional parameters of the two federal systems also, of course, affect the level of state/provincial interactions.

**TOTAL STATE TABULAR SUMMARY BY
TYPES OF INTERACTION AND BY FUNCTIONAL CATEGORY**

FUNCTIONAL CATEGORIES	AGREEMENT	UNDERSTANDING	ARRANGEMENT	TOTALS BY FUNCTIONAL CATEGORIES
Agriculture			27	27
Commerce & Industry	2	5	73	80
Educational & Cultural		10	34	44
Energy	1	12	23	36
Environmental Protection	1		64	65
Human Services		12	64	76
Military & Civil Defence	4	3	9	16
Natural Resources		24	125	149
Public Safety			36	36
Transportation	35	112	64	211
Unclassified	1	3	22	26
TOTALS BY TYPES OF INTERACTION	44	181	541	766

observations are possible by examining in more detail those categories in which the more formal activities occur.

The field of Transportation, which alone provides 79.5% of the agreements (and 61.9% of the understandings) points to the relevance of the sheer volume and geographical distribution of the private transactions which state/provincial interactions service and shape. The category of Military and Civil Defense, with 9.1% of the agreements points to the effect which activity between the two federal governments can have in producing the type of interaction within an area. And the field of Commerce and Industry, with 4.5% of the agreements, and those of Energy, Environmental Protection, and Unclassified with 2.3% apiece, suggest the need to consider the differing political priority of issue areas and the response they receive from state and provincial officials at all levels.

If lack of knowledge about the causes of state/provincial interaction renders speculation about future activity a hazardous exercise, the lack of specificity on the part of state officials about the interactions themselves restricts the more modest task of describing the temporal evolution of existing interactions. Although the failure of state officials to report the initial date or estimate the duration of many of the arrangements is a revealing commentary on the nature of state/provincial interactions, it makes it difficult to answer questions concerning the increase or decrease in state/provincial interactions over time. Such an exercise is possible only with regard to the "agreements" category. On the whole, no particular period of intensive activity is apparent. In the field of Transportation, the 33 agreements dealing with motor vehicles were concluded as follows: 3.0% before 1955; 6.1% from 1955-59; 24.2% from 1960-64; 18.2% from 1965-69; and 42.4% from 1970-74; and 6.1% undated.¹ The other transportation agreements, dealing with a bridge on the Maine-New Brunswick border and ferry service between Alaska and British Columbia, were concluded in 1960 and 1971 respectively. Of the four civil defense agreements, Washington's was concluded in 1968 (with British Columbia), and Montana's three in 1969 (with British Columbia, Alberta, and Saskatchewan). Apart from a 1957 Oklahoma-Ontario Reciprocal

1. This is particularly significant given the natural tendency of state officials to be aware of, and report, the more recent agreements, and given the phraseology of the questionnaire which focused the study on interactions since 1960. These considerations also apply, of course, to agreements in the other functional categories.

Agreement on insurance agent licensing, the four agreements from all categories other than Transportation and Military and Civil Defense have all been concluded within the past two years. These are a July 1972 Washington-British Columbia "Memorandum of Cooperation" on oil pollution (Environmental Protection), a June 1973 Maine-New Brunswick Joint Agreement to "maintain and foster close co-operation in all relevant areas of concern" (Unclassified), a December 1973 Massachusetts-New Brunswick Joint Agreement on trade and tourist cooperation (Commerce and Industry) and the June 1974 New England-Eastern Canadian Sugarbush Compact on energy supplies (Energy). Thus, the conclusion of agreements has not only increased over time, rising overall from nine in 1960-64 to ten in 1965-69, to 19 in 1970-74, but has recently gone beyond the two traditional functional categories to affirm state/provincial cooperation in "political areas" of both a specific and general nature.

V. STATE/PROVINCIAL INTERACTION BY STATE/PROVINCIAL PAIRS

Having examined the multifaceted activities of states in state/provincial interaction, it is useful for illustrative purposes to consider which pairs of states and provinces are active, as well as which individual provinces. The chart on pages 48-49, "Tabular Summary of State/Provincial Pairs," lists the states and provinces having interactions. It will be noted on the chart that following the listing of the ten individual Canadian provinces, two additional categories are entered, "Multilateral" and "General". "Multilateral" refers, quite simply, to those interactions in which there was reported the involvement of two or more provinces, while "General" refers to those interactions reported as having been concluded with such generic designations as "Canadian provinces". It is interesting to note that of the total state/provincial interactions as reported, 45.3% are bilateral, 16.1% are multilateral, while 38.6% are coded as general.

However, in considering which state/provincial pairs are most active, several qualifications are in order. The use of U.S. states as the unit of analysis, together with the variable specificity with which their officials reported, makes it difficult in some cases to determine which provincial unit(s) are involved in a reported interaction. This difficulty, furthermore, is not simply a coding or statistical problem. Even allowing for information loss in reporting, it is evident that a significant amount of state trans-border activity does take place in the context of interaction with several Canadian provinces. For example, states may regularly interact with several provinces in such multilateral forums as professional organizations or federally established governmental bodies, or they may simply establish regularized and operative interactive procedures in which various provinces regularly but differentially participate. In short, state/provincial activity is not solely, and may not be primarily, a bilateral phenomenon.

Given this substantive nature of state/provincial interaction, multilateral and general interactions have not been disaggregated and counted on a bilateral basis in this data report, even when the reported information provides a basis for so doing.¹ Any

1. Thus, generic references have not been disaggregated into several interactions, even when the generic characterizations (e.g., "Canadian Provinces", "Eastern Canadian Provinces", contiguous provinces" or "nearby provinces") would permit a basis for so doing.

attempt to disaggregate and transpose the existing data set for a definitive counterpart province-as-unit-of-analysis approach would result in significant substantive distortion.

It is with these qualifications in mind that consideration of the actual state/provincial pairs and provincial actors is possible. Of the bilateral interactions, Ontario is involved in by far the most with 29.1%, followed by Quebec with 18.7%, and British Columbia with 13.3%. Together, these three most populous provinces account for 61.1% of the total reported bilateral interaction. New Brunswick has 11.5% of the bilateral interactions followed by the three Prairie Provinces (Manitoba 9.8%, Saskatchewan 6.6%, and Alberta 5.5%). Less bilateral activity has been reported with the three remaining Maritime Provinces which have no land boundary with U.S. states (Nova Scotia 3.7%, Prince Edward Island 1.2%, and Newfoundland .58%). Regionally, the two central Canadian provinces (Ontario and Quebec) account for 47.8% of the reported bilateral activity; the four Western provinces (British Columbia, Alberta, Saskatchewan, and Manitoba) for 35.2%, and the four Eastern provinces (New Brunswick, Nova Scotia, Prince Edward Island and Newfoundland) for 17.0%.

The importance of contiguity in engendering the total 347 bilateral interactions is dramatically illustrated in examining the most active state/provincial pairs. Maine/New Brunswick leads with 32, followed by Michigan/Ontario with 22, Washington/British Columbia with 22, Maine/Quebec with 20, New York/Ontario with 15, Wisconsin/Ontario with 13, Minnesota/Ontario with 11, Minnesota/Manitoba with 8, New Hampshire/Quebec and Vermont/Quebec with 7 per pair, Alaska/British Columbia and North Dakota/Manitoba with 6 per pair, and Illinois/Ontario, Louisiana/Quebec, and Montana/Saskatchewan with 5 per pair. Thus, the 12 most bilaterally active pairs are all contiguous border states, and together account for 48.7% of the bilateral interaction. The only noncontiguous pairs reporting five or more bilateral interactions are the culturally linked Louisiana/¹ Quebec pair and the Great Lakes jurisdictions of Illinois/Ontario.

The importance of contiguity and proximity is again evident in considering those states with whom the individual provinces

1. In the absence of these "special" affinities, nonborder states engaging in state/provincial activity would appear to rely on multilateral forums as much as, if not proportionally more, than their fellow states located on the border.

interact the most. British Columbia has the most bilateral interactions with Washington, Alaska, Idaho, Montana, and California.¹ Alberta has the most with Montana; Saskatchewan with Montana and Nebraska; and Manitoba with Minnesota and North Dakota. Ontario has the most with Michigan, New York, Wisconsin, Minnesota, Illinois, Indiana, and Ohio. Quebec has the most with Maine, New Hampshire, Vermont, Louisiana, and New York. New Brunswick has the most with Maine and Massachusetts; Nova Scotia with Maine; and Prince Edward Island and Newfoundland with Maine and Massachusetts.

Provincial involvement in bilateral interaction varies markedly according to functional category.² There is bilateral activity reported with all provinces in Transportation; eight provinces in Natural Resources; six provinces in Energy, Military and Civil Defense, Human Services and Environmental Protection; five in Public Safety; four in Commerce and Industry and Unclassified; and three in Agriculture and Educational and Cultural.

No province is involved in bilateral interactions in all eleven functional categories. Quebec is involved in ten (all but Agriculture) with most of its activity in Educational and Cultural, Transportation, and Commerce and Industry.³ British Columbia is also active in ten (all but Unclassified), with most of its activity in Transportation, Human Services, and Commerce and Industry. Ontario is involved in ten (all but Agriculture), with most of its activity in Natural Resources, Transportation, Environmental Protection, and Commerce and Industry. New Brunswick is also involved in ten (all but Educational and Cultural), mostly in Transportation, and Military and Civil Defense. The comparable figures are six for Manitoba (mostly Transportation and Human Services); five for

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1. States are listed in order of decreasing numbers of interactions.
 2. As does the total bilateral activity. Those categories in which most interaction is reported as bilateral are Military and Civil Defense with 75%, Transportation with 65.4%, and Educational and Cultural with 61.4%. These are followed by Environmental Protection with 43.1%, Energy with 38.9%, Commerce and Industry with 37.5%, Public Safety with 36.1%, Human Services with 31.6%, Natural Resources with 31.5%, Unclassified with 26.9%, and Agriculture with 25.9%.
 3. Functional categories are listed in decreasing order according to the number of interactions in that category which the province has.

Saskatchewan (mostly Transportation and Energy); five for Alberta (mostly Transportation); three for Nova Scotia (mostly Transportation); and one each for Prince Edward Island and Newfoundland (entirely Transportation). The functional pattern of activity is thus roughly the same for all provinces. Quebec's activity in Educational and Cultural, Ontario's in Natural Resources, and New Brunswick's in Military and Civil Defense are the most apparent exceptions.

TABULAR SUMMARY OF STATE/PROVINCIAL PAIRS

STATE	B. C.	ALB.	SASK.	MAN.	ONT.	P. Q.	N. B.	N. S.	P.E.I.	Nfld.	MULTI-LATERAL	GENERAL	TOTAL
ALABAMA	6		1								2	3	2
ALASKA		1	1	1	2	2	1	1			1	6	11
ARIZONA	2	1	1	1	1						1	2	8
ARKANSAS											1	6	4
CALIFORNIA		1	1	1	1						1	6	18
COLORADO											6	6	16
CONNECTICUT											3	6	10
DELAWARE											2	2	4
FLORIDA		1			1	1	1				1	1	4
GEORGIA						2	1						4
HAWAII					1						2	1	4
IDAHO	3										1	3	7
ILLINOIS			1	1	5						4	4	14
INDIANA		1		1	3						1	2	8
IOWA			1	1	1		1	1	1		1	5	12
KANSAS		1	1	1	2	1					2	3	7
KENTUCKY		1			1	5							7
LOUISIANA					1	20						1	10
MAINE	1	1	1	1	1						32	32	110
MARYLAND		1	1	1	1						1	6	12
MASSACHUSETTS	1	1	1	1	1	22	1	2	1	1	5	8	24
MICHIGAN	1	1	1	1	8	11	1	1	1	1	7	23	56
MINNESOTA											8	16	47
MISSISSIPPI											1	1	2
MISSOURI											1	5	8

VI. POLICY OBSERVATIONS

Several general observations are immediately and strikingly self-evident concerning the field of state/provincial interaction. The most obvious is the sheer volume of such activity, and this notwithstanding this report's exclusion of nonregularized contacts and terminated interactions, and the operational limitations resulting from available resources. Secondly, the multifacetedness of interaction types and forms is significant. This is a reflection of variegated and innovative techniques of interactive processes developed by state officials in response to diverse geographical and functional state needs. Thirdly, the functional range of such activity is noteworthy. State/provincial interaction, in varying but individually significant degrees, appears across the full expanse of needs with which state and provincial governments, and indeed, perhaps all governments, must and do deal. These three observations culminately suggest a fourth. The volume, types, and functional range of state/provincial interaction suggest that the policy ramifications of this interaction cannot be denied.

Every one of the 50 U.S. states interacts with Canadian provinces. The 766 total state/provincial interactions which have been concluded are not, as might be supposed, entirely concentrated along the northern border. A full 38% of these interactions are provided by the nonborder states, with the 14 border states providing 62% of the interaction. Four border states alone account for over one-third of the state/provincial interaction; Maine with 14%, Michigan with 7%, and New York and Minnesota with 6% apiece. Regionally, the most active area is the Northeast, with 36% of the interactions, followed by the Midwest with 31%. The least active region is the Southwest with 4%. The Northeastern states average 31 interactions apiece, and those of the Midwest 20 apiece.

State/provincial interaction is primarily an informal affair. Arrangements are by far the most common, accounting for 71% of the interaction. Understandings account for 24%. Least common are the most formal type of interaction, agreements, which constitute only 6%. Only 22 states have formal agreements, with six states providing 45.5% of the agreements.

State/provincial interaction is pervasive in scope, extending to all functional areas of governmental activity. The most active area is Transportation, accounting for 28% of the total

interaction, followed by Natural Resources with 20%. The other functional areas, in decreasing order, are: Commerce and Industry with 10%, Human Services 10%, Environmental Protection 9%, Educational and Cultural 6%, Energy 5%, Public Safety 5%, Agriculture 4%, Unclassified 3%, and Military and Civil Defense 2%. Significantly, the border states account for over half of the interaction in all functional categories, except Human Services and Transportation. Maine is the most active state in seven categories. New York leads in two categories, and Michigan and Minnesota lead in one each. Generally, the nonborder states have activity in only a few of the eleven functional categories.

The three most populous Canadian provinces are involved in 61% of the bilateral state/provincial interaction. From this bilateral standpoint, Ontario is by far the most active partner, accounting for 29% of the interactions. Quebec follows with 19%, with British Columbia having 13%. It is noteworthy that the most active state/provincial pairs are those contiguous to one another. Maine/New Brunswick is the most active pair, followed by Michigan/Ontario, and Washington/British Columbia. The most active nonborder pairs are Illinois/Ontario and Louisiana/Quebec.

This very brief summation suggests that state/provincial interaction generates transborder processes that, in varying degrees, merit the attention of the U.S. State Department on three interrelated counts -- legal parameters, functional servicing, and bilateral politicization.

Perhaps the most potentially important, but least operationally significant at this point, is the legal dimension of state-provincial interaction. This refers to the fact that state/provincial interaction must, to be legitimate, occur within certain constitutional parameters of the U.S. federal system. Two articles in the U.S. Constitution address themselves to this matter. Article I, Section 10 asserts:

No state shall enter into any treaty, alliance or confederation... No state shall, without the consent of Congress... enter into any agreement or compact with another state or with a foreign power...

Article II, Section 2 asserts that:

He (the President) shall have power, by and with the advice and consent of the Senate, to make treaties, provided two-thirds of the Senators present concur...

Thus, under the U.S. Constitution, there is in a general sense no doubt as to where the treaty power lies.¹ However, states do partake in transborder interactions having varying degrees of legal formality, and Congress has deemed that not all of them require such consent. In a statement on the Constitution prepared for Congress in its 74th Session and repeated for its 88th Session:²

The terms "compact" and "agreement"... do not apply to every compact or agreement... but the prohibition is directed to the formation of any combination tending to the increase of political power in the States which may encroach upon or interfere with the just supremacy of the United States. The terms cover all stipulations affecting the conduct or claims of states, whether verbal or written, formal or informal, positive or implied with each other or with foreign powers.

Notwithstanding the legal implications of the extensive interaction between U.S. states and Canadian provinces, the research conducted during this project uncovered no glaring case or cases which would raise major constitutional questions about the U.S. federal system and the concomitant role of U.S. states in external

1. Specific questions that might arise concerning the role of U.S. states in external affairs would involve firstly, the definition of the word "treaty" in the first part of Section 10, and the definition of the word "agreement" and "compact" later in that Section. Secondly, questions might involve the nature of the "consent" required from Congress, which has been taken to mean the direct active consent of Congress as opposed to the tacit consent of failure to object on being informed of an agreement.

2. Senate Document 39, 88th Congress, 1st Session, pp. 416-419.

affairs.¹ Indeed, it is interesting that the state/provincial interaction, given its extensiveness, has not been a major component of the U.S. political/legal debate concerning the role of the states vis-à-vis federal centrality. However, where state/provincial activity could potentially generate questions is not so much in those cases where a state's involvement in this activity is a response to functional needs, as it is in those cases in which a state might go beyond these needs in an attempt to register a presence vis-à-vis such extra-United States jurisdictions as Canadian provinces. It is in these latter cases involving "international" status that there appeared in the state/provincial realm some instances of interaction which might at some point raise questions.

Far more important as a matter of continuing policy attention are those questions of a servicing rather than legal nature. This involves the second area of attention required by the U.S. State Department, that of functional servicing. This refers to the capacity of the State Department, and indeed, the other units of the federal government, to respond to and facilitate the constitutionally legitimate and functionally necessary transborder needs of the states.²

A recurrent theme in the response to the project questionnaire and interviews was the desire of state governments to fulfill necessary needs in a manner most appropriate to that func-

1. Characteristic of the attention to the legal dimension, and the deference accorded to it, was the attempt of one state in 1961 to enter into a formal "Memorandum of Understanding" with a Canadian province concerning civil defense. However, the formal signing of the Memorandum did not take place because the U.S. federal government advised that it could not permit the document to be executed in that it had not been presented to or concurred in by the US-Canadian federal authorities. A year later the state and province concluded a mutual understanding with no formal exchange of notes or any written agreements.

2. These needs, as perceived by state officials, are as interactively necessary as they are diverse. To cite just two examples, state officials noted that "fire is no respecter of national boundaries", and that "political boundaries are... no obstacle to fish movements".

tional area and most procedurally simplified. At the same time there was the desire to conduct transborder activity in a manner which fully and categorically meets the constitutional requirements of the U.S. federal system. Here, a sense of frustration was articulated by state governmental officials concerning their inability to easily obtain definitive information from the most appropriate federal agency which would satisfy their latter objective. A lack of responsiveness on the part of the U.S. federal government encourages not so much deliberate directed annoyance, as it does a tendency for state governments to proceed on the functionally most appropriate basis in the absence of clear indications that such activity is improper.¹ In short, state/provincial interaction warrants the attention of the U.S. State Department as much in a servicing role whereby the legitimate functional needs of the states are met by federal authorities, as it does in a monitoring role whereby the State Department "diplomatically" oversees the transborder activities of the states. Indeed, neglect of the former will procedurally exacerbate the latter.

The third area that merits State Department attention, that of bilateral politicization, stems from this need on the part of state governments to meet functional requirements in the absence of the initially desired degree of political and legal clarity. This refers to the fact that state/provincial interactions which proceed within this context can at a later time generate issues which not only require the attention and involvement of the U.S. State Department and federal government, but that can also become abrasive as a bilateral issue between the U.S. and Canadian federal governments. It can also refer, in a less negative sense, to the fact that some issues must definitionally become bilaterized because of the constitutional systems of the U.S. and Canada. An example of the latter is the network of civil defense agreements which appear to have provided a generally satisfactory statutory and organizational context within which

1. An example of the importance of meeting functional needs lies in the field of disaster emergency preparedness. One state governmental official noted that the activities between his state and bordering Canadian provinces in past disaster emergency situations had been, and could be, suspect at times, because of the federal level regulations of both countries. The official further noted that his state managed to operate in a manner of mutual interest, and expressed the hope that federal authorities would understand that state's particular problems, responsibilities, and needs in disaster emergency work.

state and provincial units can operate to satisfy their requirements with a minimum of operational, and an absence of political, problems. Still, however responsive the federal governments have been, or may seek to be, the very fact that their involvement occurs at later stages in an interaction process may result in a succession of issues which, by already having been bilaterized, may be less amenable to easy solution.¹ Here it should be noted that in the vast majority of the functional areas, federal involvement has taken the simple form of an informational or advisory role, generally to the satisfaction of the parties involved.

In conclusion, the policy ramifications of state/provincial interaction, and the commensurate U.S. federal governmental attention which it warrants, are grounded not in a patron/client relationship, but rather, in a balanced mutuality grounded in constitutional and functional definitions and requirements. And very importantly, in that such state/provincial interaction involves Canadian constitutional definitions of the role of the provinces in external affairs, every attempt should be made on the part of U.S. jurisdictions, whether they be state or federal, to operate in a manner consistent with these Canadian definitions. This of course suggests reciprocal consideration on the part of Canadian units toward the U.S. These reciprocal considerations are affected by the fact that the constitutional parameters in Canada have become increasingly well articulated over the years at the same time they have acquired an increasingly high profile. Here, it is noteworthy that Canadian provincial interaction with U.S. states has not been in the forefront of the Canadian federal/provincial debate concerning these definitions.

Given the U.S. and Canadian constitutional systems, it would appear essential that the two federal governments take every precaution in their multilevel dealings to act through mutually acceptable decisional channels. For example, any attempt on the

1. For example, in the field of transportation, one nonborder state noted that unless some agreement with a province was forthcoming in the very near future, that state would have no alternative except to close its borders to vehicles from the province which maintained nonreciprocal licensing provisions. In that the state further noted that such a move would be very detrimental to the Canadian trucking industry, it can be assumed that the U.S. and Canadian federal governments would have to become actively involved.

part of the U.S. federal government to deal directly with Canadian provinces outside these channels is both undesirable and ultimately counterproductive. This exhortation is applicable notwithstanding initiatives on the part of the provinces themselves. The reverse of course would hold true for the Canada vis-à-vis the U.S. This is not to suggest an undue rigidity or formalism in an era characterized by increased multilevel transborder interactions involving both the public and private sectors of nations. However, definitions of the extent to which the U.S. and Canadian constitutional systems are willing, and able, to absorb these new transborder realities are fundamentally matters of national rather than bilateral concern. Thus, caution should be exercised in those cases where evidence suggests that states, or especially provinces, are using their transborder interaction to "externalize" what should be a national rather than a bilateral debate by manipulative transborder invocations which score definitional points concerning their nation's constitutional parameters.

In short, officials of both the U.S. and Canadian federal governments should fully and flexibly attempt to service the constitutional and functional needs of their respective constituent jurisdictions, while simultaneously insisting that these jurisdictions, and they themselves as representatives of the two federal governments, honor the respective national definitions and needs that inhere in this servicing. In an era of "crossovers", both substantively transborder between the two nations and procedurally translevel among the various U.S. and Canadian interactive governmental jurisdictions, the implementation of such an exhortation is as difficult as the need is self-evident. Perhaps most importantly, such an exhortation should not be dismissed as a banality, for it is difficult to conceive of a more abrasive and destructive interactive dynamics than one in which the U.S. and Canada fail to honor their respective jurisdictional definitions at all levels.

VII. ANALYTICAL OBSERVATIONS

In analyzing state/provincial interaction, it is tempting to regard this interaction as a lower order replication of relations between nations, and thus employ the concepts and theoretical approaches appropriate to the field of international relations. Certainly it is clear that state/provincial interaction has implications for international relations as a field of study, but what is less clear is the extent to which this interaction is a component of the field of international relations as opposed to a more discrete unit of analysis, and the extent to which the existing analytical tools of the international relations field are applicable.

The case can be made that state/provincial interaction constitutes an analytical supermarket, with something for everyone. The "transnationalists", however defined, can examine nongovernmental or governmentally uncontrolled transborder transactions, the "integrationists" can search out those linkages whereby actors generate increased regularized interactions, specialists in international law can catalogue and sort out the legal status and contractual legitimacy dimensions, specialists in federalism can address themselves to the internal political/constitutional implications, and so on. All these approaches, and mixes of these approaches, obviously contain beneficial and revealing perspectives.

However, one of the findings of this report is that the volume, types, and functional range of state/provincial interaction are analytically unmanageable with existing approaches. That is, the existing approaches, notwithstanding their utility in illuminating facets of state/provincial interaction, are not in the first case able to analytically absorb the full dynamics and implications of state/provincial interaction in its totality. Nor is it claimed that this report does so, given its preliminary nature and its mandated research orientation. Indeed, the most definitive conclusion arrived at during this research is that the nature of state/provincial interaction simultaneously necessitates, and renders more difficult, more complex analysis beyond the initial conceptualization, mapping, and observations contained in this report.

What this report has done is to develop and apply basic descriptive concepts, typologies and taxonomies which, firstly, impose a sense of order on an elusive and uncharted area of governmental interaction; secondly, do so without prejudging the substantive nature and policy implications of this interaction; and

which, thirdly, do not preclude the application of other analytical approaches once the overall substantive dynamics of state/provincial interaction are uncovered and better understood. Hence, this report's typology of interactions by format (agreements, understandings, and arrangements) permitted the unambiguous classification of multifaceted state/provincial interactions according to an underlying dimension (degree of formality) while holding in abeyance judgments as to their motivational or legal character.

Equally important, this report's development of a taxonomy of the functional range of governmental activity enabled consideration of the subject matter of the state/provincial interaction on a systematic but general basis, while advancing speculative propositions concerning the causes and developments of this interaction. Moreover, this taxonomy has the advantages of being applicable to governmental units at other levels, and of having been constructed utilizing an actor-based referent so as to be easily operationalized at all levels. The multilevel applicability, relative specificity, and operationally grounded precision of this taxonomy make it a possible candidate in the exploration of one of the more complex and undeveloped analytical dimensions, that of "issue areas".

A third development generated by this report, and one whose full analytical implications have yet to be explored, is the conceptualization of the actor contexts of state/provincial interaction. It is due more to the substantive nature of this interaction than the selection of U.S. states as unit of analysis, and as a research universe, that state/provincial interaction was not, and cannot be, considered solely as a bilateral phenomenon. Such a perspective must be supplemented by an examination of the bases upon which states deal with provincial units (multilateral and general), the forums in which they do so, and the involvement of actors of other levels and types in this interaction. Only through subsequent research which further explores these preliminary observations about the actor context of state/provincial interaction can analysts begin to offer conclusions on the fundamental analytical question--the extent to which state/provincial interaction is a discrete unit of analysis.¹

1. Here it should be noted that state/provincial interaction, in which other actors can become involved but in which there continues to be direct state/provincial communication, is but one component of a larger set of transborder interactions not involving direct state/provincial communication, which sublevel governments of nations conduct. The full range of these interactions can be classified under the generic term, subnationalism. (Continued on following page.)

and the theoretical approaches which its empirical status warrants.

These analytical observations, and the policy observations discussed in Chapter VI, suggest four questions that might be usefully asked in further probing the substantive nature of state/provincial interactions.

What are the causes of state/provincial interaction?

How does state/provincial interaction between the U.S. and Canada compare with that of the U.S. and Mexico?

How are states (and provinces) organized to process these interactions, and what interactive organizational techniques have been developed?

What is the extent and nature of governmental and private involvement in state/provincial interaction?

The first two questions continue this report's perspective of state/provincial interaction as an aggregate phenomenon between state/provincial subnational actors of two federal nations. The first question involves an exploration of those general factors which cause this interaction.

Subnationalism is defined as the transborder interaction of politically and organizationally distinct, territorially grounded, hierarchically sublevel governmental units of nations. This political/territorial based definition obviously excludes U.S.-Canada federal/federal and private/private interactions. Perhaps less obviously, it also excludes the bureaucratic interplay of subordinate units of national governments per se, and instead refers to transborder interactions which involve one unit of the spectrum of such hierarchical sublevel governmental units as states (provinces) and municipalities. The following matrix presents, on a bilateral basis, those combinations of primary actors whose interaction can be considered subnational.

<u>Nation A</u>	<u>Nation B</u>			
	<u>Federal</u>	<u>Provincial</u>	<u>Municipal</u>	<u>Private</u>
Federal		x	x	
State	x	x	x	x
Municipal	x	x	x	x
Private		x	x	

Here, three components are most in need of explanation--what determines the number of state/provincial interactions; what determines the type of these interactions (agreement, understanding, arrangement); and what determines the functional areas to which the interactions pertain. A variety of factors, considered either across the individual states, or over time for all the states, would appear to be directly relevant to these questions. The first factor is those aggregate attributes of the states and provinces themselves, both individually and relative to each other. In this report, the importance of contiguity¹ and geographical distance between states and provinces has been stressed as a generator of interaction and a determinant of its functional character. Also of major importance is the size of the states and provinces in terms of population and economic base. Related to this is the size of the state and provincial governments and their attendant capacity and resources for undertaking transborder interaction, and the cultural distribution of the population (particularly the francophone element).

A further related dimension is the various forms of "private" transactions which may require state/provincial interaction, ranging from securities, trade and tourism to such specific matters as bird and insect movements. Adequate explanations of the level of interaction according to functional category would appear to require the development and use of a wider range and more specific type of aggregate variable than those generally employed in quantitative analyses of international relations. Other sets of factors affecting the level, type and functional nature of state/provincial interactions can be dealt with more adequately from other perspectives. These would include the constitutional parameters of both federal systems as they have evolved and been applied over time, and the interaction, or lack thereof, of federal governments, which may generate state/provincial interaction of a supportive, complementary, or indeed competitive nature. Particularly relevant concerning this latter dimension is the interantional, national and regional profiles and priority levels of various issue areas over time, and the way in which political actors on the state/provincial level operationally can, and do, respond to them.

1. Contiguity refers both to the length of a common state/provincial border, and the nature of this border (i.e., land versus water).

A second question which warrants further research involves a comparison of the overall state/provincial interaction of the U.S. and Canada with that of the U.S. and Mexico. Such an exercise would permit a determination not only of the extent to which U.S.-Canadian state/provincial interaction is unusual in volume, type and functional nature, but also further study of the causes of state/provincial activity, both generically and in the specific U.S.-Canadian case. A systematic comparison with the U.S.-Mexican case would thus more fully suggest the causal role of such factors as the differing constitutional and federal systems, the relationship of the respective national governments in intensity and form, and of "environmental" factors such as relative cultural complementarity. Furthermore, such a study would have an exemplary value in providing insights into the way in which other federal governments respond to state/provincial activity, and meet the legitimate needs of the states in a servicing capacity.

The third and fourth questions requiring further research involve an advance from an aggregate perspective to the exploration of the actual organizational processes of state/provincial activity. This advance from the "what" and "why" to the "how" of state/provincial interaction is of particular significance on two counts. Firstly, an organizational process perspective appears to be best able to describe and analyze the policy and analytically relevant questions of how these interactions operate, and of the multidimensional role of the federal government(s) in them. And secondly, an examination of the dynamics of state/provincial activity as an organizational process would suggest empirically based answers to the fundamental theoretical questions of whether or not state/provincial interaction is, and hence can be best viewed as, a self-contained and conceptual whole.

Thus, the third question for further research is the basic question of how states (and provinces) are organized to process state/provincial interactions. It can be speculated that the vast majority of states do not have specific organizational units, or policies, relating to matters affecting the Canadian provinces. Again, in a general sense, there appears to be no special concern on the part of the Governors to encourage, discourage, or centrally coordinate interactions with the provinces as a distinctive policy area. If and when such interactions occur, they generally involve state officials having specific functional responsibilities, whose operational mandate is prescribed either by state statute or via the delegation of authority by the Governor to that official to take such actions as necessary to execute his functional responsibilities. In short, state/provincial interaction from an organizational processing standpoint for most states appears to be organizationally disaggregated into specific state governmental units having particular functional responsibilities.

This organizational posture is primarily a result of the level of interaction with Canadian provinces, and the prominence these interactions assume in the context of a state's policy and functional concerns. Not surprisingly, it is in those states bordering Canada where this level and concern would appear to be greatest, and it is here that an organizational registration of this concern with Canadian provinces as distinct entities can be discerned. It might be noted that the economic size of the state, together with the cultural composition of its population, might be added to proximity as a generator of such organizational forms.

Two forms of organizational recognition which appear to have evolved are functionally specific in scope. The first refers to the development of an organizational capacity within the state government to deal with Canada in specific functional areas such as the field of economic development. The second form refers to the creation of such state affiliated organizations as specific commissions to promote activity in such functional areas as cultural cooperation with Francophone Canadians. An example of the former is Vermont's Agency of Development and Community Affairs which has an "International Industrial Development Representative" who is the Agency's "liaison" with Quebec on economic matters. As an example of organizationally registered cultural cooperation, fully five of the six New England states (Maine, Vermont, New Hampshire, Rhode Island, and Massachusetts), as well as Louisiana, have some form of an "American and Canadian French Cultural Commission" to promote common cultural activities and exchanges.

The third form of the state's organizational recognition of Canada is more generic in functional scope. This refers to the establishment of a special organizational unit within the Governor's office responsible for "Canadian relations" in general. Maine has pioneered in this area with the Governor first appointing a full-time "Special Assistant for Canadian Relations." In February of 1973, the Governor established an "Office of Canadian Relations" as a part of his executive infrastructure, and a 12-member advisory commission. The Office is responsible for "evaluating existing governmental and private contacts in Canada, work to strengthen regional cooperation, and encourage increasing exchanges with the Provinces."

In addition to the three forms in which states organizationally register a recognition within the state itself, there are five specific techniques which have been developed by states for interactively dealing with Canadian provinces. The first is bureaucratic ad hoc meetings in which officials of the states and

provinces, ranging from field officials to Commissioners and Ministers, meet to exchange information on similar problems, discuss common problems, or develop joint projects and programs. A second technique is the development of an organizational presence on the part of the state within Canada through the establishment of state offices, or the appointment of Canadian firms to serve as state representatives. At least eight states have utilized this technique--Georgia, South Carolina, North Carolina, Washington, New York, Vermont, New Hampshire, and Maine. These state presences, which are most often located in Montreal, followed by Toronto, are primarily designed to promote trade and tourism, and encourage economic development.

The third technique developed by states for interactively dealing with Canadian provinces is the creation of state/provincial joint organizations, usually in the form of joint committees, which deal in a systematized manner with the various functional areas. Two examples would include the New England-Eastern Canadian Energy Advisory Committee, and the New England-Eastern Canadian Transportation Advisory Committee, which were established in August of 1973 by the respective Governors and Premiers "to develop joint policies" in these two functional areas.

The fourth technique is the development and perfection of a form of "summitry" by state governors and premiers. For example, within the past three years, some dozen U.S. state governors have been involved in some form of summit exchange with their provincial counterparts at least 18 times. The most active state in this area is that of Maine, followed by Michigan and Washington State. An interesting variant of this state/provincial summitry is its institutionalization. For example, the six-Governor New England Governors Conference held a historic meeting with the five Eastern Canadian Premiers in Brudenell, Prince Edward Island in August of 1973, followed by a meeting at Sugarbush, Vermont, in June of 1974, with a projected meeting in 1975. Finally, the fifth technique developed by states for interactively dealing with Canadian provinces involves legislative exchanges, whereby state and provincial legislators meet with their counterparts for purposes of familiarization and information exchange. For example, both Maine and Washington State have utilized this technique.

The fourth question requiring future research extends beyond the organization and operation of state governmental units to deal with the federal governmental and private organizational involvement in state/provincial interaction. It will be recalled that a state/provincial interaction is one in which there is "direct communication between state and provincial officials." However, this "direct

"communication" can, and oftentimes does, occur in the context of the involvement of other distinct actors, such as organizational units from the U.S. and/or Canadian federal governments. For example, a state may interact with a Canadian province through one of the many sub-bodies of the joint U.S.-Canada federal organizations, such as the International Joint Commission or the Great Lakes Fisheries Commission; through organizational machinery designed to implement federal agreements such as the Great Lakes Water Quality Agreement; or as part of a less institutionalized group which includes officials of one or both federal governments. In order to initially map the extent of the governmental dimension, it is useful to characterize state/provincial interactions as "governmental" when the evidence indicates that officials of the federal governments were actively involved in the state/provincial interaction itself.

Such a preliminary definition of "governmental" involvement was applied to the data base in this report.¹ Of the 766 reported state/provincial interactions, 15% were reported and coded as governmental. Twenty-three states account for these governmental interactions. Minnesota has the highest number, followed by New York, Michigan, Wisconsin, and Maine. Together, they account for 53% of the governmental interactions. All border states with the exception of Idaho report governmental interactions, providing 78% of the activity. Those eight states which border on the Great Lakes provide 61% of the interactions. Although this preliminary exercise provides some indication of the extent and pattern of this other-level governmental dimension, it must be pointed out that the definition of "governmental" employed herein by no means exhausts the multifaceted relevance of other-level governments for state/provincial interaction. For example, these figures do not capture a federal role in the form of providing authority, permission, funding, or consequent implementative activity. Nor do they include other level governmental involvement in the form of other officials dealing with states and provinces prior to or subsequent to the state/provincial interaction, as either a cause or result of it.²

1. "Governmental" involvement can include officials of municipalities and international organizations. The active involvement of these actors was rarely reported.

2. Furthermore, if the interactions involving states and other level governmental actors in Canada but not involving provinces were considered, the 766 interactions identified in this report would be significantly increased.

Another dimension of this fourth question is one equally worthy of further attention from an analytical and policy standpoint. This refers to private involvement in state/provincial interaction. Of the private organizations which can be involved as participants in, or serve as the context for, state/provincial interaction, the most active would appear to be professional associations to which state and provincial officials belong, either as private individuals or as representatives of their respective organizational units.¹

As a preliminary exercise, the data gathered in the research for this report was coded "associational" when there was the clear reporting by the state respondents of the presence of associational units in the state/provincial interaction. The results of this preliminary exercise would appear to suggest that the associational dimension of state/provincial interactions is of as great a significance as is the governmental. Associational involvement was reported, and coded in 21% of the interactions, compared to 15% for the governmental dimension.² Associational interactions are more widely distributed than are governmental interactions. Nine states are required to provide over half (51%) of the associational interactions: Michigan, Maine, Wisconsin, Vermont, Montana, Colorado, Washington, Nebraska, and New York. A total of 40 states report associational interactions, with only the South being significantly underrepresented in this category.

It is the nature, as much as the mere volume, of associational involvement in state/provincial interaction that underlies the significance of this dimension. The membership of state and provincial officials in such associations can serve to familiarize them with functional counterparts in transborder jurisdictions, to promote the discussion of common problems, and to promote their

1. Other private organizations relevant to state/provincial activity would include corporations and unions, service organizations, non-profit institutions such as universities and foundations, and so on.

2. It must be recalled that the definitional requirements for characterizing an interaction as associational are somewhat less stringent than those for typing it as governmental (i.e., the "presence" of an association in the state/provincial interaction rather than an indication of the involvement of an other-level governmental unit as an actor, co-equal in status, in the interaction). Because both are restricted to the requirement that there be involvement in a state/provincial interaction, the relevance of associations is also not fully captured by this coding exercise.

reconciliation either within or apart from the associational context. Furthermore, the association itself, through such activities as technical discussion, the sponsorship of cooperative projects, the passage of resolutions and the establishment of guidelines, can serve as the basis for, or indeed obviate the need for, separate state/provincial interaction.

Thus, even a rudimentary consideration of the information gathered within the context of this report strongly suggests the prevalence, if not the nature, of other actor involvement in state/provincial interaction. In addition to its analytical implications, both the volume and nature of this involvement by federal and associational actors is directly significant for the capacity of the federal government(s) to adequately deal with state/provincial activity in both a monitoring and servicing role. However, what remains unclear at this point is the precise form of the existing federal (and associational) involvement in the state/provincial interaction process, its salience in affecting or determining their outcomes, and the costs and benefits to all actors of various forms of involvement.

What is required at this point, then, is further study of how federal and private associational actors impact, and are impacted by, the state/provincial interaction process. Such a study would include firstly, the development of a typology of these other actors and of the way in which they are involved in or relevant to state/provincial interaction; secondly, a listing of those actors relevant to the interaction; and thirdly, a modeling, based on case studies, of how these other actors characteristically do become involved in state/provincial interaction, and thereby affect the outcome of these processes. Apart from its analytical value, such a study would provide the basic informational and analytical tools to enhance the anticipatory and advisory capacity of the relevant federal governmental units and to permit subsequent data gathering efforts to proceed on a more sophisticated, and productive basis.

DATA PRESENTATION

VIII. DESCRIPTIVE STATE/PROVINCIAL INTERACTION CHARTS

STATE OF ALABAMA

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>EDUCATIONAL AND CULTURAL</u> Exchange of information concerning the Arts and Humanities between Alabama and Canadian Provinces		Arrangement	N.D.
<u>NATURAL RESOURCES</u> Exchange of information between Alabama (and Virginia) and Canadian Provinces through the Canadian Forestry Association		Arrangement	N.D.

STATE OF ALASKA

<u>COMMERCE AND INDUSTRY</u> "Correspondence" between Alaska and British Columbia on "matters of mutual interest concerning economic development projects"		Arrangement	N.D.
"Informal Contacts" between Alaska and British Columbia (and the Yukon Territory) on "mutual land-use planning matters"		Arrangement	N.D.
"Reciprocity Agreements" between Alaska and Canada on licensing qualifications and requirements in medicine, public accountancy, and nursing		Arrangement	N.D.
<u>EDUCATIONAL AND CULTURAL</u> Interlibrary loan arrangements between Alaska <u>et al.</u> and British Columbia through membership in the Pacific Northwest Bibliographic Center	x	Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Alabama State Council on the Arts and Humanities/ the Provincial Arts Council	<p>"Exchanges of annual reports"</p> <p>For example, the Alabama Forestry Commission and Virginia Division of Forestry attended (with representatives of U.S. Department of Agriculture and the Northeastern Forest Fire Protection Commission) the October 17-20, 1972 Canadian National Forest Fire Prevention Seminar sponsored by Canadian Forestry Association.</p>
Alabama Forestry Commis- sion/	
Department of Economic Development/	
Director of Planning, Office of the Governor/	
Division of Occupational Licensing, Department of Commerce/	Acceptance of Canadian certification.
Alaska State Library/	Center organized by the Pacific Northwest Library Association. Member Libraries locate and borrow materials within the region. Washington, Idaho, Oregon and Montana also belong.

STATE OF ALASKA (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>ENERGY</u>			
"Formal Agreement" between Alaska and British Columbia (and the Yukon and Northwest Territories) to establish the Yukon-Taiya International Power Commission	x	Arrangement	1967
"Informal Agreements" between Alaska and Canada regarding the Chilkat-Taiya Inlet Power Proposals		Arrangement	N.D.
<u>ENVIRONMENTAL PROTECTION</u>			
Arrangement between Alaska <u>et al.</u> and Canadian Provinces on the Pacific Northwest Pollution Control Council		Arrangement	N.D.
Exchange of data between Alaska and British Columbia on environmental affairs		Arrangement	N.D.
"Exchange of professional participation" between Alaska and British Columbia and Alberta (and Northwest Territories) in meetings on environmental problems common to the Arctic and Subarctic	x	Arrangement	N.D.
<u>TRANSPORTATION</u>			
"Agreement" between Alaska and British Columbia regarding Alaska Ferries' terminal services at Prince Rupert, British Columbia	x	Agreement	1 April 1971
"Uniform Vehicle Registration Protection and Reciprocity Agreement" (Interstate Compact) between Alaska <u>et al.</u> British Columbia and Alberta	x	Understanding	Compact formed 1955 Alaska joined on 1 January 1974; B.C. in 1961; and Alberta in 1974.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Commissioner, Department of Economic Development/	
Alaska Power Administration/	(Note: The Alaska Department of Environmental Conservation noted that these agreements "could eventually affect this Department")
Department of Environmental Conservation/	"Meeting is held once a year to discuss mutual problems and solutions." Membership includes the states of Washington, Oregon, Idaho, Montana, Wyoming, and Alaska, and the U.S. Environmental Protection Agency and Canadian Public Health Engineering Division, Department of National Health and Welfare.
Department of Environmental Conservation/	Personnel exchange technological data and ideas through correspondence with professional staff from the B.C. environmental agency. Canadian Departments of Environment and National Health and Welfare have similar exchanges with Alaska.
Department of Environmental Conservation/	By direct visits and participation in professional meetings. Professional staff members of the Canadian national government are involved. E.g., through the American Association for the Advancement of Science.
Division of Marine Transportation, Department of Public Works/Ferries Division-B.C. Ferries, Department of Highways	Provision of terminal services in return for an annual payment. B.C. Ferries provides "liaison with Canadian and U.S. Customs as it pertains to incoming and outgoing traffic."
Division of Motor Vehicles, Department of Revenue/	Interstate Compact with Acceptance Agreements and Appendices of Conditions. Compact approved by Congress. 18 other states belong. These include Arizona, California, Colorado, Idaho, Iowa, Illinois, Kansas, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oregon, South Dakota, Utah, and Washington.

STATE OF ARIZONA

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>COMMERCE AND INDUSTRY</u> Exchange of information between Arizona and Canadian Provinces on consumer fraud or protection acts		Arrangement	N.D.
<u>HUMAN SERVICES</u> Exchange of information and publications between Arizona and Canada concerning their respective correctional systems Reciprocal exchange of information and publications concerning health statistics between Arizona and Saskatchewan <u>et al.</u>		Arrangement	N.D.
<u>NATURAL RESOURCES</u> Cooperation between Arizona <u>et al.</u> and Canada through the International Association of Game, Fish and Conservation Commissioners Cooperation between Arizona <u>et al.</u> and Canada through the Western Association of State Game and Fish Commissioners		Arrangement	N.D.
<u>PUBLIC SAFETY</u> Cooperation between Arizona <u>et al.</u> and Canada through the International Association of Chiefs of Police and the National Crime Information Center		Arrangement	N.D.
<u>TRANSPORTATION</u> Cooperation and exchange of information between Arizona <u>et al.</u> and "all Canadian Provinces" through the American Association of Motor Vehicle Administrators		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Office of the Attorney General/	"Receives requests from various Provincial Government agencies to furnish information relative to violation of various consumer fraud or protection acts as a matter of course." Likewise, Arizona "seeks and receives" information of the same sort.
Arizona Parole Board/	Reciprocal exchange of annual reports with appropriate cover letters.
Data Analysis Section, Arizona State Department of Health/	E.g., Arizona Vital Statistics and Saskatchewan reciprocal reports. Also exchange with the City of Toronto.
Arizona Game and Fish Department/	Annual conferences, "usually our only direct in-person contact occurs" during functions of Association.
Arizona Game and Fish Department/	Annual conferences, "usually our only direct in-person contact occurs" during functions of Association.
Arizona Department of Public Safety/	"Exchange information on driver license suspension and revocation, current status, financial responsibility laws, etc."
Motor Vehicle Division, Arizona Highway Department/	"Exchange information on driver license suspension and revocations, current status, financial responsibility laws, etc."

STATE OF ARIZONA (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
"Uniform Vehicle Registration Protection Reciprocity" (Interstate Compact) between Arizona <u>et al.</u> and British Columbia and Alberta	SEE ALASKA	Understanding	Compact formed 1955 Arizona joined in 1964; B.C. in 1961; and Alberta in 1974

STATE OF ARKANSAS

<u>HUMAN SERVICES</u>		Arrangement	N.D.
Arrangement between Arkansas and Canada regarding the "Uniform Reciprocal Enforcement of Support Act"			
Exchange of information between Arkansas and Canada relating to child adoption placement and custody		Understanding	N.D.
<u>TRANSPORTATION</u>			
"Reciprocal Arrangement" between Arkansas and Alberta "Regulating the Operation of Motor Vehicles in the Two States"	x	Agreement	12 April 1960
"Reciprocal Agreement" between Arkansas and Manitoba "Regulating the Operation of Motor Vehicles in the Two States"	x	Agreement	6 May 1960

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Arizona Highway Department/	Interstate Compact with Acceptance Agreements and Appendices of Conditions. Compact approved by Congress. 18 other states belong.
Arkansas Social Services/	'The latest amendments to the [act] authorizes the uniform support proceedings between any state, country or province that has an Act similar to the Uniform Reciprocal Enforcement of Support Act that is in operation in all our states. This office...forward(s) any reciprocal support proceeding [initiated] in Canada when the respondent is a resident of some county in Arkansas.'
Arkansas Social Services/	'There is an exchange between the Canadian Service Agencies and the Arkansas Social Services of Information relating to a child to be placed when an Arkansas couple has been selected as adoptive parents. There is a mutual written agreement between the Canadian and Arkansas Agencies regarding the appropriateness of such placements. These agreements also relate to the return of custody of the child to the placing agency if the adoptive placement is not to the mutual benefit of the child and/or the adoptive parents.'
Commissioner of Revenues, Director of Highways, and Commerce Commission/Minister of Highways	Exemption from registration in other's jurisdiction.
Commissioner of Revenues, Director of Highways, and Commerce Commission/Minister of Public Utilities	Exemption from registration in other's jurisdiction.

STATE OF CALIFORNIA

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>AGRICULTURE</u> Arrangement between California and Canadian Provinces on recognition of each other's "inspection certificates and animal health certificates"		Arrangement	N.D.
"Exchange of plant and animal quarantine information" between California and "Canadian officials"		Arrangement	N.D.
<u>HUMAN SERVICES</u> Arrangement between California and British Columbia concerning reciprocal holding of Workmen's Accident Hearings		Arrangement	N.D.
Arrangement between California and Ontario concerning reciprocal holding of Workmen's Accident Hearings		Arrangement	N.D.
Arrangement between California and Quebec concerning reciprocal holding of Workmen's Accident Hearings		Arrangement	N.D.
Arrangement between California and New Brunswick concerning reciprocal holding of Workmen's Accident Hearings		Arrangement	N.D.
Arrangement between California <u>et al.</u> and "all Canadian Provinces" through the International Association of Industrial Accident Boards and Commissioners		Arrangement	N.D.
Arrangement between California <u>et al.</u> and Canadian Provinces through memberships in the Association of State and Provincial Health Officers of North America		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Department of Food and Agriculture/	<p>"Contacts with Canadian agricultural personnel through the Western and National Plant Boards." "Perhaps, our association with Canadian officials might be best characterized as working relationships brought about by contacts between individuals within our Department as a consequence of their joint participation with others in national and international scientific and professional societies."</p>
Department of Food and Agriculture/	
Division of Industrial Accidents/	<p>Conduct hearings for each other providing transcripts without charge.</p>
Division of Industrial Accidents/	<p>Conduct hearings for each other providing transcripts without charge.</p>
Division of Industrial Accidents/	<p>Conduct hearings for each other providing transcripts without charge.</p>
Division of Industrial Accidents/	<p>Conduct hearings for each other providing transcripts for a fee.</p>
Division of Industrial Accidents/	<p>"We meet their workmen's compensation officials at the annual convention [of IAIABC], of which California and most other States are members. In the last 10 years, the convention has been held twice in Canada. However there are basic conceptual differences between Canadian and U.S. compensation systems so the interchange is of limited value - except in the area of rehabilitation where the Canadians excel."</p>
Department of Health/	

STATE OF CALIFORNIA (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
"Arrangements" for "informal courtesy supervision" between California and Canada for probation and parole		Arrangement	N.D.
"Cooperative procedures" between California and Canada of return of runaways		Arrangement	N.D.
<u>PUBLIC SAFETY</u>			
Arrangement between California and British Columbia concerning California parolees illegally in Canada		Arrangement	N.D.
<u>TRANSPORTATION</u>			
"Reciprocity Arrangement" between California and Alberta concerning operation of motor vehicles	x	Agreement	20 November 1969
"Reciprocity Arrangement" between California and Manitoba concerning operation of motor vehicles	x	Agreement	1 October 1970
"Reciprocity Agreement" between California and Nova Scotia concerning operation of motor vehicles	x	Agreement	14 October 1971
Understanding by California with Ontario concerning commercial trailer permit authorization	x	Understanding	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Interstate Compact Unit, Department of Youth Authority/	The unit "acts as co-ordinator in processing all 'in' or 'out of state' juvenile parole or probation cases and adult probation cases in accordance with the Uniform Interstate Compact on Juveniles and Adults." "...in selected cases...arrangements must be made with the signed consent of the client"
Interstate Compact Unit, Department of Youth Authority/	Unit assists "in the quick and efficient return of juvenile runaways." Unit "can co-ordinate contacts between the holding agency and the family or receiving agency. Arrangements for airport surveillance can be arranged." This is an "ongoing practice." "Contacts are made with appropriate probation or parole authorities as listed in the [Compact] Directory."
Interstate Unit, Parole and Community Services Division, Department of Corrections/	"Informal" arrangements by telephone or letter, (neither Canadian Government nor Province members of the "Interstate Compact for the supervision of parolees and probations"). Canadian prison and parole officials. Canadian Immigration Service, Department of the Attorney General.
Division of Registration - Prorate Unit, Department of Motor Vehicles/Department of Highways	Operators from reciprocating province granted resident "status" as agreed.
Division of Registration - Prorate Unit, Department of Motor Vehicles / Highway Traffic and Motor Transport Board	Operators from reciprocating provinces granted resident "status" as agreed.
Division of Registration - Prorate Unit, Department of Motor Vehicles/	Operators from reciprocating province granted resident "status" as agreed.
Division of Registration - Prorate Unit, Department of Motor Vehicles/	Five-day commercial trip permits sold to provincial or state operators by other jurisdiction.

STATE OF CALIFORNIA (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Understanding by California with Quebec concerning commercial trailer permit authorization	x	Understanding	N.D.
Understanding by California with Saskatchewan concerning charter bus permit authorization	x	Understanding	8 March 1972
"Uniform Vehicle Registration Proration and Reciprocity Agreement" (Interstate Compact) between California <u>et al.</u> and Alberta and British Columbia	SEE ALASKA	Understanding	Compact formed 1955 California joined in 1955; B.C. in 1961; Alberta in 1974

STATE OF COLORADO

<u>COMMERCE AND INDUSTRY</u>			
Cooperation between Colorado <u>et al.</u> and Canadian Provinces through the "North American Securities Administrators Association"		Arrangement	N.D.
<u>EDUCATIONAL AND CULTURAL</u>			
Cooperation concerning higher education matters between Colorado <u>et al.</u> and Canadian Provinces through the "State Higher Education Executive Association" (SHEEO)		Arrangement	N.D.
Exchange of data on certification of transborder licensed teachers between Colorado and Canadian Provinces		Arrangement	N.D.
<u>HUMAN SERVICES</u>			
"Coordination" through correspondence between Colorado and "each of the Provinces" on regulatory aspects of insurance matters		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Division of Registration - Prorate Unit, Department of Motor Vehicles/	Five-day commercial trip permits sold to provincial or state operators by other jurisdiction.
Division of Registration - Prorate Unit, Department of Motor Vehicles/	Five-day commercial trip permits sold to provincial or state operators by other jurisdiction.
Division of Registration - Prorate Unit, Department of Motor Vehicles/	Interstate Compact with Acceptance Agreements and Appendices of Conditions. Compact approved by Congress. 18 other states belong.
Colorado Division of Securities/	"Meets twice a year and includes the 50 states and 10 provinces." "Exchange of information and discussion of general regulatory problems and patterns through coordinating committee meetings and annual conferences."
Colorado Department of Higher Education/	"A national association comprising U.S. higher education state executives but open to (and participated in by) provincial executives on an informal basis"
Colorado Department of Education/Canadian Provincial Education Offices	"Excellent working relationships...by way of exchanging data on certified or licensed teachers who move across the border and wish to teach in the new country of residence." Also "Canadian colleges and universities have furnished essential data on their graduates who seek teacher certificates in Colorado."
Colorado Division of Insurance/ Provincial Insurance Regulatory Officials	"No formal agreements." Correspondence and coordination on insurance matters pertaining to "claims, performance of insurance companies, etc."

STATE OF COLORADO (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>NATURAL RESOURCES</u>			
Cooperation between Colorado <u>et al.</u> and Alberta, Manitoba and Saskatchewan through the Central Flyway Technical Committee and Subcommittee of the Central Flyway Council		Arrangement	N.D.
Cooperation between Colorado <u>et al.</u> and Alberta, Manitoba, and Saskatchewan through the Prairie Grouse Council		Arrangement	N.D.
Cooperation between Colorado <u>et al.</u> and Alberta and Saskatchewan through the Western States Sage Grouse Committee		Arrangement	N.D.
Cooperation between Colorado <u>et al.</u> and Ontario, Manitoba and Saskatchewan through the Midwest Pheasant Council of the Association of Midwest Fish, Game and Conservation Commissioners		Arrangement	1957
Cooperation and information exchange concerning "current fisheries practices" between Colorado <u>et al.</u> and "the Prairie Provinces of Canada" through the Great Plains Fishery Workers		Arrangement	N.D.
"Cooperative research and special studies relating to migratory birds" between Colorado <u>et al.</u> and Alberta, Manitoba and Saskatchewan through the Central Flyway Council		Arrangement	N.D.
Understanding concerning exchange of various fish species eggs between Colorado and Alberta	x	Arrangement	8 September 1971

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Division of Game, Fish and Parks, Colorado Department of Natural Resources/	Subcommittee would include such units as Short Grass Prairie Canada Goose, Western Prairie Canada Goose, Snow-Blue Goose, Canvasback/Redhead, Research Needs, Point System, Mallard Management Unit.
Division of Game, Fish and Parks, Colorado Department of Natural Resources/	"Similar to the Midwest Pheasant Council in structure, contact and purpose." Generally includes Minnesota, Texas, Wisconsin, Missouri, Oklahoma, South Dakota, Illinois, Colorado, Kansas, North Dakota, Nebraska, Illinois. Also, Alberta, Manitoba and Saskatchewan.
Division of Game, Fish and Parks, Colorado Department of Natural Resources/	"Similar to the Midwest Pheasant Council in structure, contact and purpose." Includes "Cooperating Agencies" of following states: California, Colorado, Idaho, Montana, Nevada, New Mexico, North Dakota, Oregon, South Dakota, Utah, Washington and Wyoming. Also, Alberta and Saskatchewan
Division of Game, Fish and Parks, Colorado Department of Natural Resources/Fish and Wildlife Branch, Ontario Department of Lands and Forests/Manitoba Game Branch/Saskatchewan Department of Natural Resources	"Annual meeting of pheasant biologists in the midwestern portion of North America to discuss pheasant research and management programs." States officially involved in the Council include Colorado, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, Pennsylvania, South Dakota and Wisconsin. Provinces officially involved consist of Ontario and Manitoba, while Saskatchewan is unofficially involved. Also unofficially involved is the Bureau of Sport Fisheries and Wildlife of the U.S. Fish and Wildlife Service.
Colorado Division of Wildlife/	Consists of fisheries workers from respective states and provinces. Annual meetings, hosted by different states and provinces each year. Purpose is to "exchange information and ideas."
Division of Game, Fish and Parks, Colorado Department of Natural Resources/Wildlife Departments of Alberta, Manitoba and Saskatchewan	"Formal meetings usually occur once each year in early April. Field studies occur intermittently but usually during spring, summer, and early fall months." Activities include "cooperative waterfowl banding, aerial census of birds and analysis of banding data. Liaison relative to the development of migratory bird banding regulations and overall management is carried out on an annual basis."
Colorado Division of Wildlife, Department of Natural Resources/Alberta Fish and Wildlife Division, Department of Lands and Forests	

STATE OF COLORADO (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Understanding concerning exchange of various fish species eggs between Colorado and Manitoba	x	Understanding	5 September 1973
Understanding concerning exchange of various fish species eggs between Colorado and Ontario	x	Understanding	5 February 1971
Understanding concerning exchange of various fish species eggs between Colorado and Saskatchewan	x	Understanding	16 November 1970
<u>PUBLIC SAFETY</u>			
Informational exchange and visits concerning judicial matters and procedures between Colorado and Canadian Provinces		Arrangement	N.D.
<u>TRANSPORTATION</u>			
"Uniform Vehicle Registration Proration Reciprocity" (Interstate Compact) between Colorado <u>et al.</u> and British Columbia and Alberta	SEE ALASKA	Understanding	Compact formed 1955; Colorado joined 1955 B.C. in 1961, and Alberta in 1974

STATE OF CONNECTICUT

<u>ENERGY</u>			
Cooperation between Connecticut <u>et al.</u> and Quebec, New Brunswick, Nova Scotia, Prince Edward Island, and Newfoundland concerning the "development of joint energy policies" through the New England-Eastern Canadian Energy Advisory Committee	SEE MAINE	Understanding	August 1973

	UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
	Colorado Division of Wildlife, Department of Natural Resources/Manitoba Resources Management Division, Department of Mines, Resources and Environmental Management	This compact required intergovernmental planning agreement and formal resolution by both governments.
	Colorado Division of Wildlife, Department of Natural Resources/Ontario Department of Lands and Forests	
	Colorado Division of Wildlife/	
	Colorado Judicial Administration/	
	Department of Motor Vehicles/	Interstate Compact with Acceptance Agreements and Appendices of Conditions. Compact approved by Congress. 18 other states belong.
	Aide to the Governor/	Established at the August 1973 Prince Edward Island meeting of the six New England Governors and five Eastern Canadian Premiers. U.S. states include Maine, Vermont, New Hampshire, Massachusetts, Rhode Island, and Connecticut.

STATE OF CONNECTICUT (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>HUMAN SERVICES</u> Arrangements between Connecticut and Canadian Provinces concerning mental health patient problems		Arrangement	N.D.
<u>NATURAL RESOURCES</u> Agreement concerning fire fighting between Connecticut <u>et al.</u> and Quebec and New Brunswick through the Northeastern Forest Fire Protection Commission (Interstate Compact)	SEE NEW YORK	Understanding	1949
Cooperation concerning fire fighting between Connecticut <u>et al.</u> and Quebec and New Brunswick through the five committees (Equipment, Fire Prevention, Legislative, Technical, and Training Team) of the Northeastern Forest Fire Protection Commission		Understanding	1949
<u>TRANSPORTATION</u> Cooperation between Connecticut <u>et al.</u> and Canadian Provinces through the American Association of Motor Vehicle Administrators		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Psychiatric Social Service, Connecticut Department of Mental Health/	"When involved in patient problems in the Canadian Provinces, usually communicate directly with the Psychiatric Facility and attempt to work out an arrangement in the patient's best clinical interest." We "include the Department of Immigration in our negotiations."
Department of Environmental Protection/	"To promote effective prevention and control of forest fires among party States and with States party to other regional forest fire protection compacts" (P.L.-129, 81st Congress, approved 25 June 1949; P.L.-340, 82nd Congress, approved 13 May 1952). Includes Connecticut, Massachusetts and Maine (1949), New Hampshire (1949), New York, Rhode Island (1950), and Vermont (1949). Also Quebec and New Brunswick (Congressional Consent 1949). U.S. Federal through U.S. Forest Service - Northeast Area - State and Private Authority.
Department of Environmental Protection/	"To promote effective prevention and concrol of forest fires among party States and with States party to other regional forest fire protection compacts" (P.L.-129, 81st Congress, approved 25 June 1949; P.L.-340, 82nd Congress, approved 13 May 1952). Includes Connecticut (1949), Maine (1949), Massachusetts (1949), New Hampshire (1949), New York, Rhode Island (1950), and Vermont (1949). Also Quebec and New Brunswick (Congressional Consent 1949). U.S. Federal through U.S. Forest Service - Northeast Area - State and Private Authority.
Division of Management Services, Connecticut Department of Motor Vehicles/	"Most states and provinces belong to the AAMVA. Connecticut is a member of Region I of the AAMVA which in addition to a number of states includes the Provinces of New Brunswick, Newfoundland, Nova Scotia, Ontario, Quebec and Prince Edward Island."

STATE OF CONNECTICUT (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Cooperation between Connecticut <u>et al.</u> and Quebec, New Brunswick, Nova Scotia, Prince Edward Island, and Newfoundland concerning the "development of joint transportation policies" through the New England-Eastern Canadian Transportation Advisory Committee	SEE MAINE	Understanding	August 1973
Informational correspondence between Connecticut and Canadian Provinces concerning Connecticut's development of a "Motor Vehicle Crash Prevention Program"		Arrangement	1973
"Mirror type" reciprocity between Connecticut and Canadian Provinces concerning the registration and operation of motor vehicles		Arrangement	N.D.
Reciprocal arrangement between Connecticut and Nova Scotia concerning "the operation of motor vehicles by non-resident students"	x	Understanding	5 August 1971 23 July 1971
<u>UNCLASSIFIED/GENERAL</u>			
Relationship between Connecticut and Canadian Eastern Provinces concerning agriculture and other matters of mutual interest		Arrangement	August 1973

STATE OF DELAWARE

<u>TRANSPORTATION</u>			
"Reciprocity Arrangement" between Delaware and Alberta concerning motor vehicles	x	Agreement	17 July 1973 15 January 1955

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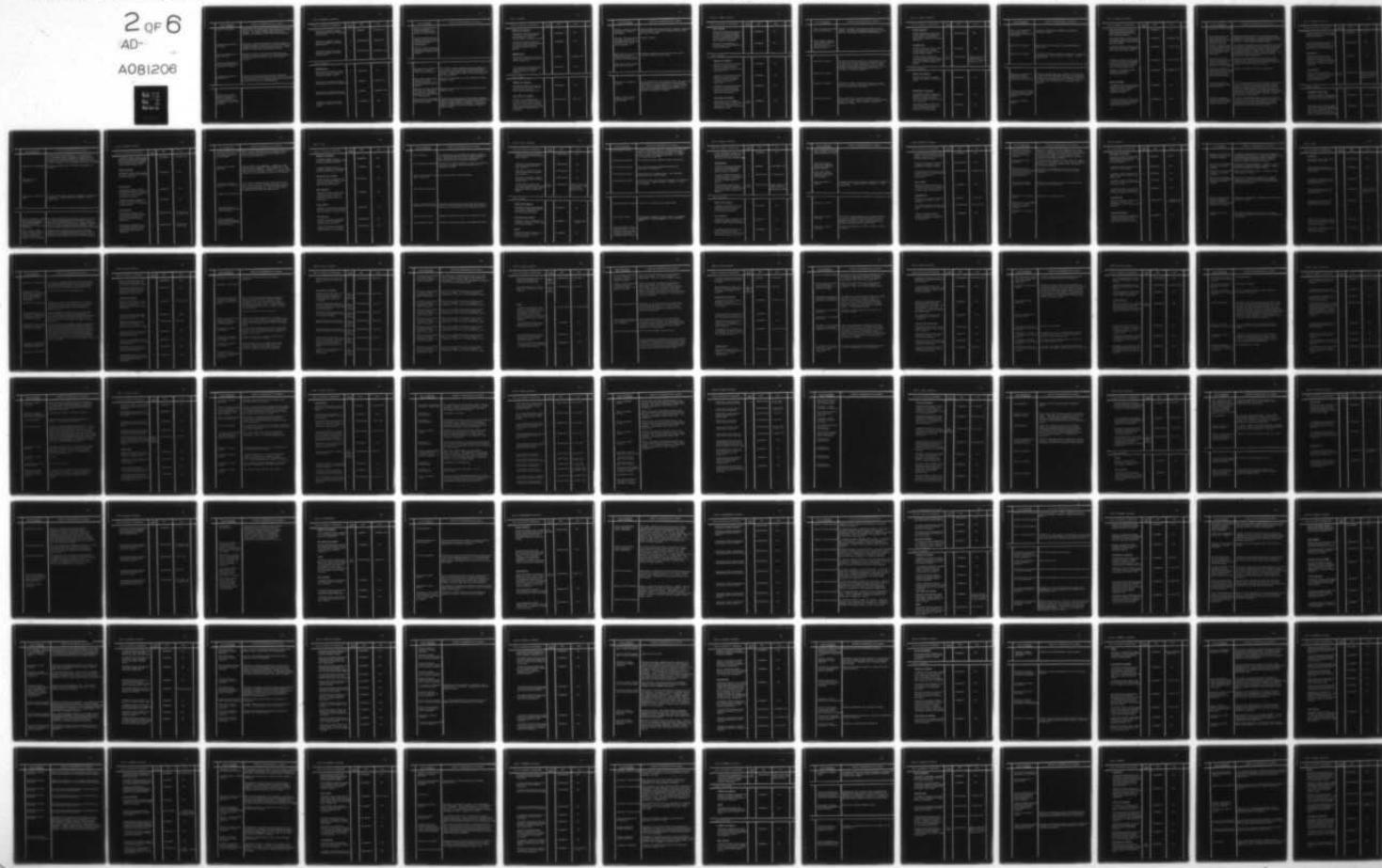
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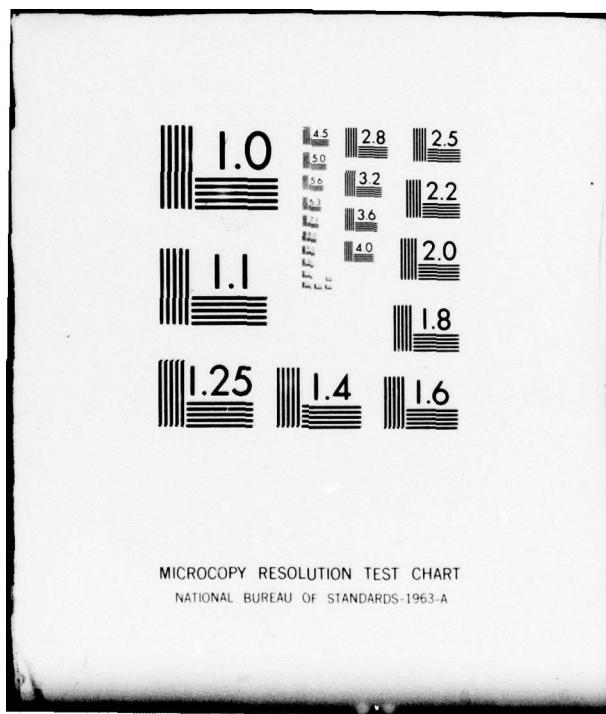
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UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Aide to the Governor/	Established at the August 1973 Prince Edward Island meeting of the six New England Governors and five Eastern Canadian Premiers. U.S. states include Maine, Vermont, New Hampshire, Massachusetts, Rhode Island, and Connecticut.
Connecticut State Police Department/	Connecticut requesting information concerning studies or successful programs in two areas of primary interest--the intoxicated driver and fatal accident reduction. Correspondence includes Royal Canadian Mounted Police.
Connecticut Department of Motor Vehicles/	Connecticut extends "to citizens of other states and provinces the same registration and operating privileges as those foreign jurisdictions grant to Connecticut residents."
Connecticut Department of Motor Vehicles/Nova Scotia Department of Highways	
Connecticut Department of Agriculture/	Since one of the closed session topics at the Prince Edward Island Governors-Premiers meeting involved agriculture and trade matters, it was suggested that Canadian Ministers of Agriculture attend the NEASDA meetings.
Delaware Motor Vehicle Division, Department of Public Safety/Motor Transport Branch, Alberta Department of Highways and Transport	

STATE OF DELAWARE (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
"Reciprocal Agreement" between Delaware and Nova Scotia concerning motor vehicles	x	Agreement	15 August 1973
"Reciprocal Agreement" between Delaware and Ontario concerning motor vehicles	x	Understanding	7 August 1973
"Reciprocal Agreement" between Delaware and Quebec concerning motor vehicles	x	Understanding	14 September 1972

STATE OF FLORIDA

<u>TRANSPORTATION</u>			
"Mirror type" reciprocity between Florida and Canadian Provinces on interstate commerce carriers	x	Arrangement	N.D.
"Reciprocity Arrangement" between Florida and Alberta on motor vehicles	x	Agreement	1 January 1963
"Reciprocity Arrangement" between Florida and Quebec on motor vehicles	x	Agreement	1 September 1967
Exchange of information between Florida and "Canada" on traffic matters		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Division of Motor Vehicles, Delaware Department of Public Safety/Nova Scotia Registry of Motor Vehicles	
Division of Motor Vehicles, Delaware Department of Public Safety/Ontario Ministry of Transportation and Communications	
Division of Motor Vehicles, Delaware Department of Public Safety/Quebec Department of Transport	
Division of Motor Vehicles, Department of Highway Safety and Motor Vehicles/	"The state of Florida recognizes the free movement of all out of state carriers involved in interstate commerce provided they are properly registered in their base jurisdictions. Consequently we have a fine relationship with all jurisdictions."
Motor Vehicle Commissioner, Railroad and Public Utilities Commission, State Road Department/Minister of Highways	Operation on same basis as in base jurisdiction without payment of fees.
Department of Motor Vehicles, Public Service Commission, and State Road Department/ Department of Transportation and Communications	Operation on same basis as in base jurisdiction without payment of fees.
Bureau of Driver Improvement, Department of Highway Safety and Motor Vehicles/	"Presently send Canada copies of all traffic conviction reports involving Canadians convicted in [Florida] traffic courts," accident reports and suspension orders where Canadian licensed drivers are involved. Also deal with Canada in transfers of drivers licenses of those who move to Florida.

STATE OF GEORGIA

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>COMMERCE AND INDUSTRY</u> Arrangements concerning promotion of industry, trade and tourism between Georgia's "special representative" in Toronto, Ontario		Arrangement	N.D.
Cooperation concerning industry and tourism matters between Georgia and Ontario through Ontario's Provincial Office in Atlanta, Georgia		Arrangement	N.D.
<u>TRANSPORTATION</u> "Reciprocity Arrangement" between Georgia and Quebec concerning motor vehicle license fees	x	Agreement	1 December 1968
"Understandings" concerning "mirror type" motor vehicle reciprocity between Georgia and Canadian Provinces		Arrangement	N.D.

STATE OF HAWAII

<u>COMMERCE AND INDUSTRY</u> Cooperation between Hawaii <u>et al.</u> and Canadian Provinces through the North American Securities Administrators Association, Inc.		Arrangement	N.D.
<u>EDUCATIONAL AND CULTURAL</u> Exchange of correspondence and visits concerning "the concept and operation" of the Ontario Science Centre as a model for a new Hawaii state program establishing the Hawaii Foundation for History and the Humanities	x	Understanding	1969 -1970

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Industry, Trade and Tourism, Department of Community Development/	Community Development Department has a "special representative" in Canada. His job is to promote industry, trade and tourism in Georgia.
Industry, Trade and Tourism, Department of Community Development/Ontario Ministry of Industry and Tourism, Atlanta, Georgia	"Regular contacts"
Motor Vehicle Unit, Georgia Department of Revenue/ Quebec Department of Trans- portation and Communication	Reciprocal exemption from payment of "motor vehicle privilege license fees of any kind"
Motor Vehicle Unit, Georgia Department of Revenue/	
Department of Regulatory Agencies/	Annual convention at which "mutual problems, new legislation, new techniques, etc., are discussed." Also attending conventions are "representatives of securities brokerage firms, stock exchanges, mutual funds...members of U.S. Securities and Exchange Commission and members of the securities commissions of Canada."
Speaker, Hawaii House of Representatives/Ontario Science Centre	

STATE OF HAWAII (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>HUMAN SERVICES</u> Cooperation between Hawaii <u>et al.</u> and Alberta, British Columbia, Manitoba, New Brunswick, Ontario, Quebec and Saskatchewan through the International Association on Crime Victim's Compensation		Arrangement	N.D.
"Exchange of Correspondence and Annual Reports" between Hawaii and Alberta and Ontario		Arrangement	N.D.

STATE OF IDAHO

<u>COMMERCE AND INDUSTRY</u> "Exchange of Information" between Idaho and Canadian Provincial Officials through the North American Securities Administrators Association, Inc.		Arrangement	N.D.
"Exchange of Information" between Idaho and Canadian Provincial Officials through the Midwest Securities Administrators Association		Arrangement	N.D.
"Exchange of Information" between Idaho and Canadian Provincial Officials through the National Association of State Chartered Credit Union Supervisors		Arrangement	N.D.
<u>EDUCATIONAL AND CULTURAL</u> Interlibrary Loan Arrangements between membership of Idaho <u>et al.</u> and British Columbia through membership in the Pacific Northwest Bibliographic Center	SEE ALASKA	Arrangement	N.D.

	UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
	<p>Hawaii Department of Social Services and Housing/</p> <p>Hawaii Criminal Injuries Commission/Alberta Crimes Compensation Board/</p> <p>Ontario Criminal Injuries Compensation Board</p>	<p>Biennial conference (1972 conference held in Ontario, Canada). Six nation conferences, including U.S., Canada, Australia, New Zealand, Ireland and Great Britain.</p>
	<p>Department of Finance/</p> <p>Department of Finance/</p> <p>Department of Finance/</p>	<p>Information exchange "regarding the registration and sale of securities" at annual meetings of the North American Securities Administrators Association, Inc., of which Canadian securities administrators are members. Also at Workshops of the Seattle Regional Office of the U.S. Securities and Exchange Commission.</p>
	<p>Idaho State Library/</p>	<p>Information exchange "regarding supervision of credit unions" at meetings of the National Association of State Chartered Credit Union Supervisors.</p> <p>Center organized by the Pacific Northwest Library Association. Member libraries locate and borrow materials within the region. Alaska, Washington, Oregon and Montana also belong.</p>

STATE OF IDAHO (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>NATURAL RESOURCES</u> "Understanding" between Idaho and British Columbia for cooperative participation and financing of bighorn sheep trapping and transfer operations	x	Understanding	1963
<u>TRANSPORTATION</u> "Informal Agreement" between Idaho and British Columbia "on snow plowing highways adjacent to the international boundary"	x	Arrangement	N.D.
"Uniform Vehicle Registration Proration and Reciprocity Agreement" (Interstate Compact) between Idaho <u>et al.</u> and British Columbia and Alberta	SEE ALASKA	Understanding	Compact formed 1955 Idaho joined in 1955; B.C. in 1961; Alberta in 1974

STATE OF ILLINOIS

<u>COMMERCE AND INDUSTRY</u> "Informal Relationship" between Illinois and Ontario on commercial affairs		Arrangement	N.D.
<u>ENVIRONMENTAL PROTECTION</u> Arrangements between Illinois and Canadian Provinces on "pollution problem and related water use problems" through the International Joint Commission		Arrangement	N.D.
Arrangement between Illinois and Canada through the Conference of State and Provincial Health Authorities of North America		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Fish and Game Department/ Fish and Game Branch, Department of Recreation and Conservation	Trapping, transportation, inspection, importation, and related matters.
Department of Highways/	Plow arriving first continues to Customs Buildings on other side.
Department of Highways/	Interstate Compact with Acceptance Agreements and Appendices of Conditions. Compact approved by Congress. 18 other states belong.
Department of Business and Economic Development/ Department of Trade and Development's Chicago Office	"Canadian companies which are interested in the State of Illinois have been referred [by Ontario's Chicago Office]. In return, we have referred to the Government of Ontario's Chicago Office companies who wish to sell to, license in, and joint venture in Ontario." Private companies are involved.
Standards Section, Division of Water Pollution Control, Environmental Protection Agency/	
Department of Public Health/	

STATE OF ILLINOIS (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Arrangement between Illinois and Canada through the Great Lakes Upper Mississippi River Board of State Sanitary Engineers		Arrangement	N.D.
Arrangement between Illinois <u>et al.</u> and Ontario through the Governor's Great Lakes Region Interdisciplinary Pesticide Council	x	Arrangement	2 September 1969
Cooperation between Illinois <u>et al.</u> and Ontario and Quebec through the Great Lakes Water Quality Board		Arrangement	15 April 1972
Cooperation between Illinois <u>et al.</u> and Ontario through the "Reference Group to Study Pollution Problems of Lake Huron and Lake Superior" (Upper Lakes Reference Group).		Arrangement	15 April 1972
Exchange of information between Illinois and Manitoba on environmental affairs	x	Arrangement	14 December 1973
<u>NATURAL RESOURCES</u>			
Arrangement between Illinois <u>et al.</u> and Manitoba and Saskatchewan on "Cooperative Study Projects" regarding "waterfowl crop depredation studies."		Arrangement	1958
Arrangement between Illinois (and Missouri) and Ontario and Manitoba on "co-operative study projects regarding Canada Geese"		Arrangement	1955

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Department of Public Health	
Environmental Protection Agency, Department of Agriculture and Conservation /Ontario Ministry of Agriculture and Food	Bilateral exchange "by mailings and quarterly meetings occasionally by newsletter." Council membership includes Michigan, Indiana, Illinois, Minnesota, Wisconsin, Ohio, and the U.S. Environmental Protection Agency.
Director, Illinois Environmental Protection Agency/ Ontario Department of the Environment/Quebec Department of Quality of the Environment	U.S.-Canada Great Lakes Water Quality Agreement of 15 April 1972 directs International Joint Commission to establish the Great Lakes Water Quality Board. Board is composed of representatives of the eight Great Lakes States (Minnesota, Wisconsin, Indiana, Illinois, Michigan, Ohio, Pennsylvania and New York) and Ontario and Quebec, and the two Federal Governments.
Chief, Water Pollution Control Standards Division, Illinois Environmental Protection Agency/Ontario Ministry of the Environment	Reference Group established by the Great Lakes Water Quality Board. Group is composed of representatives of Indiana, Michigan, Minnesota, Wisconsin and Illinois and Ontario, and the two Federal Governments.
Environmental Protection Agency/Environmental Protection Branch, Department of Mines, Resources, and Environmental Management	Exchange of publications and draft legislation.
Illinois Department of Conservation/Saskatchewan Wildlife Branch	"This involved personnel working from eight to ten weeks on crew assignment arranged by the Canadian Wildlife Service." Purpose was "to discover means for reducing wheat and barley damage by Field Feeding Waterfowl." Waterfowl Advisory Committee, Canadian Wildlife Service, and States of the Atlantic Flyway (Delaware) and Mississippi Flyway (Iowa, Illinois, Missouri, Tennessee, Arkansas, and Louisiana) are involved.
Illinois Conservation Department/Ontario Department of Lands and Forest / Manitoba Game Branch	By summer, goose banding projects, plans for which were formulated by the Canada Goose Committee appointed by the Technical Section of the Mississippi Flyway Council, are underway. Missouri Conservation Commission and Canadian Wildlife Service are also involved.

STATE OF ILLINOIS (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Cooperation between Illinois <u>et al.</u> and Ontario through the Great Lakes Fisheries Commission		Arrangement	1955
Understanding between Illinois and Ontario on commercial fishing regulations in accordance with the Great Lakes Fisheries Commission	x	Understanding	1974
<u>PUBLIC SAFETY</u>		Arrangement	N.D.
"Informal agreements and understandings" by Illinois "with Canadian Law Enforcement Agencies to mutually cooperate and exchange information in matters of common interest."			
<u>TRANSPORTATION</u>			
"Uniform Vehicle Registration Proration and Reciprocity Agreement" (Interstate Compact) between Illinois <u>et al.</u> and British Columbia and Alberta	SEE ALASKA	Understanding	Compact formed 1955; Illinois joined in 1962; B.C. in 1961; Alberta in 1974

STATE OF INDIANA

<u>ENVIRONMENTAL PROTECTION</u>			
Cooperation between Indiana <u>et al.</u> and Ontario and Quebec through the Great Lakes Water Quality Board		Arrangement	15 April 1972
Cooperation between Indiana <u>et al.</u> and Ontario through the "Reference Group to Study Pollution in the Great Lakes System From Agricultural, Forestry and Other Land Use Activities" (Land Drainage Reference Group)		Arrangement	15 April 1972

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Department of Conservation/	<p>Annual meetings of the Commission. Also involved are U.S. and Canadian Federal Governments through membership in Great Lakes Fisheries Commission. Representatives of the eight Great Lake States (Minnesota, Wisconsin, Indiana, Illinois, Michigan, Ohio, Pennsylvania and New York) and Ontario.</p> <p>By state regulatory order. Two Federal Governments and 8 states.</p>
Department of Law Enforcement/	
Department of Transportation/	<p>Interstate Compact with Acceptance Agreements and Appendices of Conditions. Compact approved by Congress. 18 other states belong.</p>
<p>Technical Secretary, Indiana Stream Pollution Control Board/ Ontario Department of the Environment/Quebec</p> <p>Department of Quality of the Environment</p> <p>Chief, Surveys Section, Division of Water Pollution Control, Indiana State Board of Health/Ontario Ministry of the Environment</p>	<p>U.S.-Canada Great Lakes Water Quality Agreement of 15 April 1972 directs International Joint Commission to establish the Great Lakes Water Quality Board. Includes representatives of the eight Great Lakes States (Minnesota, Wisconsin, Indiana, Illinois, Michigan, Ohio, Pennsylvania, and New York) and Ontario and Quebec, and the two Federal Governments.</p> <p>Reference Groups established by the Great Lakes Water Quality Board. Includes representatives of the states of Michigan, Indiana, Minnesota, New York, Wisconsin, Ohio, Pennsylvania, and Ontario, and the two Federal Governments.</p>

STATE OF INDIANA (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Cooperation between Indiana <u>et al.</u> and Ontario through the "Reference Group to Study Pollution Problems of Lake Huron and Lake Superior" (Upper Lakes Reference Group)		Arrangement	15 April 1972
<u>NATURAL RESOURCES</u>			
Cooperation between Indiana <u>et al.</u> and Ontario through the Great Lakes Fisheries Commission		Arrangement	1955
<u>PUBLIC SAFETY</u>			
Arrangements through "informal correspondence" between Indiana and the Canadian Provinces concerning voluntary return of Indiana probationary offenders		Arrangement	N.D.
Cooperation between Indiana and Canadian Provinces concerning "return of prisoners on individual informal basis."		Arrangement	N.D.
<u>TRANSPORTATION</u>			
"Reciprocity Understanding by Correspondence" between Indiana and Alberta concerning motor vehicle registration and fee exemptions	x	Understanding	17 October 1955 1 November 1955
"Reciprocity Understanding by Correspondence" between Indiana and Manitoba concerning motor vehicle registration and fee exemptions	x	Understanding	7 March 1956 20 March 1956

	UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
	Technical Secretary, Indiana Stream Pollution Control Board/Ontario Ministry of the Environment	Reference Group established by the Great Lakes Water Quality Board. Includes representatives of Michigan, Indiana, Minnesota, Wisconsin, and Illinois and Ontario, and the two Federal Governments.
	Department of Natural Resources/	Annual meetings of the Commission. Includes U.S. and Canadian Federal Governments through membership in Great Lakes Fisheries Commission. Representatives of the eight Great Lakes States (Minnesota, Wisconsin, Indiana, Illinois, Michigan, Ohio, Pennsylvania, and New York) and Ontario.
	Division of Probation, Department of Corrections/	"It is doubtful if more than one or two cases per year would involve any of the Canadian provinces...There may be one or two cases that are handled informally between the particular agencies; i.e., court to court without any communication through the State office."
	Department of Corrections/	
	Indiana Reciprocity Commission/Alberta Department of Highways	
	Indiana Reciprocity Commission/Commissioner of Motor Vehicles, Department of Public Highways	

STATE OF IOWA

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>COMMERCE AND INDUSTRY</u> Arrangement between Iowa and Canadian Provinces for registration of state-purchased securities		Arrangement	N.D.
Arrangement between Iowa and Canadian Provinces for consultations regarding prospective Iowa trade		Arrangement	N.D.
<u>EDUCATIONAL AND CULTURAL</u> "Letter exchange agreements" concerning reciprocal receipt of laws and statutes between Iowa and several Canadian provinces		Arrangement	N.D.
<u>HUMAN SERVICES</u> Cooperation between Iowa and the Canadian Provinces through the International Association of Industrial Accident Boards and Commissions		Arrangement	N.D.
<u>PUBLIC SAFETY</u> Exchange of information concerning traffic offenses and motor vehicle accidents between Iowa and Canada		Arrangement	N.D.
<u>TRANSPORTATION</u> "Informal Reciprocity Agreement" between Iowa and New Brunswick concerning motor vehicles		Understanding	N.D.
"Informal Reciprocity Agreement" between Iowa and Prince Edward Island concerning motor vehicles		Understanding	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
State Treasurer/	Per requirements of U.S.-Canadian tax accords relative to U.S. Interest Equalization Tax and Canadian Withholding Tax. Send proper form to Province issuing security. Under agreement of the two Federal Governments.
Iowa Development Commission/	Contacts with Provincial offices for supply of information. Also with the Canadian Federal Government and U.S. Consulates in Canada.
State Library Commission of Iowa, Law Library/	From letters posted to define exchanges.
Iowa Industrial Commission/	
Driver's License Division, Department of Public Safety/	"Act upon certain documents received from Canada" such as records of conviction re traffic offenses and judgements resulting from auto accidents (under authority 32IA.1(12))
Iowa Reciprocity Board/	"Commercial vehicle must display Iowa Reciprocity Permit."
Iowa Reciprocity Board/	"Commercial vehicle must display Iowa Reciprocity Permit."

STATE OF IOWA (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
"Limited Reciprocity Agreement" between Iowa and Ontario concerning motor vehicles		Understanding	N.D.
"Reciprocity Agreement" between Iowa and Manitoba concerning motor vehicles		Understanding	N.D.
"Reciprocity Agreement" between Iowa and Nova Scotia concerning motor vehicles		Understanding	N.D.
"Reciprocity Agreement" between Iowa and Saskatchewan concerning charter buses		Understanding	N.D.
"Uniform Vehicle Registration Proration and Reciprocity Agreement (Interstate Compact) between Iowa <u>et al.</u> and British Columbia and Alberta	SEE ALASKA	Understanding	Compact formed 1955; Iowa joined in 1960; B.C. in 1961; Alberta in 1974

STATE OF KANSAS

<u>COMMERCE AND INDUSTRY</u> Cooperation between Kansas <u>et al.</u> and Canadian Provinces through the International Association of Government Labor Officials		Arrangement	N.D.
<u>EDUCATIONAL AND CULTURAL</u> "Exchange of legal information by reciprocal agreement" between Kansas and Canadian Provinces	x	Arrangement	"Since at least 1961"
<u>ENERGY</u> Arrangements between Alberta and Ontario and Quebec on Kansas computer programs		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Iowa Reciprocity Board/	"Limited reciprocity" only on (1) vehicle gross weight not more than 6,000 pounds operated in transporting owners goods; (2) transport owners farm products; (3) transport cultural objects; (4) hearse or ambulance; (5) charter bus originating outside Iowa.
Iowa Reciprocity Board/	"Full reciprocity with reciprocity permit requirement."
Iowa Reciprocity Board/	"Full reciprocity with Acceptance Agreements and Appendices of Conditions."
Iowa Reciprocity Board/	"Reciprocity only on charter buses. Iowa Reciprocity Permit required on such vehicles."
Iowa Reciprocity Board/	Interstate Compact with Acceptance Agreements and Appendices of Conditions. Compact approved by Congress. 18 other states belong.
Kansas Department of Labor/	Contacts "on an ongoing basis" through IAGLO.
Kansas State Library/	"By reciprocal agreement, numerous copies of the <u>Kansas Session Laws</u> and <u>Kansas Reports</u> have been exchanged" yearly.
Kansas Geological Survey/ Research Council of Alberta and Alberta Bureau of Rec- lamation/ Quebec Department of National Resources/ Geological Survey of Ontario	

STATE OF KANSAS (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
"Library Exchange Agreements" concerning geological publications between Kansas and "a number of Provincial government organizations"		Arrangement	N.D.
<u>TRANSPORTATION</u>			
"Interstate Reciprocal Agreement relating to the recognition of vehicles properly registered" between Kansas and Manitoba	x	Agreement	20 September 1956
"Limited Interstate Reciprocal Agreement relating to recognition of certain properly registered vehicles" between Kansas and Ontario	x	Understanding	19 October 1966
"Uniform Vehicle Registration Proration Reciprocity Agreement" (Interstate Compact) between Kansas <u>et al.</u> and British Columbia and Alberta	SEE ALASKA	Understanding	Compact formed 1955; Kansas joined in 1956; B.C. in 1961; and Alberta in 1974

STATE OF KENTUCKY

<u>COMMERCE AND INDUSTRY</u>			
Arrangement between Kentucky and Canadian Provinces through the International Association of Government Labor Officials		Arrangement	N.D.
<u>HUMAN SERVICES</u>			
Arrangement between Kentucky and the Canadian Provinces through the American Public Welfare Association		Arrangement	N.D.
Arrangement between Kentucky and Canada through the Adoption Resource Exchange of North America, Child Welfare League of America		Arrangement	N.D.

	UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
	<p>Kansas Geological Survey/e.g. Alberta Research Council and Ontario Department of Mines</p> <p>Kansas Motor Vehicle Reciprocity Commission/ Manitoba Department of Public Utilities</p> <p>Kansas Motor Vehicle Reciprocity Commission/ Ontario Department of Transportation</p> <p>Kansas Department of Revenue/</p>	<p>Interstate Compact with Acceptance Agreements and Appendices of Conditions. Compact approved by Congress. 18 other states belong.</p>
	<p>Department of Labor/</p> <p>Department for Human Resources/</p> <p>Department for Human Resources/</p>	<p>"The social services provided by the Canadian Provinces are listed in the [Association's] Directory and the Kentucky Department for Human Resources would have no hesitation to attempt to deal cooperatively with the Canadian Provinces on every type of case."</p> <p>"Utilized the exchange of services of ARENA in adoptive placements."</p>

STATE OF KENTUCKY (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Arrangement between Kentucky and Ontario through the America Central Regional Conferences of the Child Welfare League of America		Arrangement	N.D.
"Interstate Agreement for Removal of Dependent Children" between Kentucky and Canadian Provinces	x	Understanding	N.D.
Understanding between Kentucky and British Columbia on an "Importation of Children Guarantee of Responsibility"	x	Understanding	5 February 1973
<u>PUBLIC SAFETY</u>			
Arrangement between Kentucky and "the various Provinces of Canada in regard to either escaped prisoners or parolees who have absconded"		Arrangement	N.D.
<u>TRANSPORTATION</u>			
"Reciprocity Arrangement" between Kentucky and Alberta on motor vehicles	x	Agreement	15 May 1962
Understanding between Kentucky and Ontario on commercial and chartered buses	x	Understanding	9 January 1962
"Verbal Agreement" between Kentucky and Quebec "covering vehicle registration, reciprocity and cooperation"		Arrangement	1962

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Department for Human Resources/Child Welfare Branch, Ministry of Community and Social Services	Kentucky and Ontario "are both members of the Central Region. As members of the Child Welfare League, Kentucky and Ontario subscribe to the Standards of the League and through annual meetings are able to discuss common problems and the means of handling problem situations in accordance with League Standards."
Department for Human Resources/	"Several Canadian children have been placed for adoption with couples in Kentucky, and we have asked the respective Provinces to sign this Agreement form." This is an "Interstate Agreement."
Department of Human Services/Adoption Placement Section, Child Welfare Division, Department of Human Resources	Guarantee "was required by British Columbia for the placement of one of Kentucky's children in British Columbia."
Bureau of Corrections, Department of Justice/	"Whenever a situation has arisen in the past there has been significant cooperation."
Department of Transportation/	Exemption from non-resident fees.
Department of Transportation/Registrar of Motor Vehicles, Department of Transport	
Department of Transportation/	

STATE OF LOUISIANA

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>EDUCATIONAL AND CULTURAL</u>			
Arrangement between Louisiana and Quebec establishing the Council for the Development of French in Louisiana (CODOFIL)	x	Arrangement	1970/71
Arrangement between Louisiana and Quebec for a tour program	x	Arrangement	1970
Arrangement between Louisiana and Quebec for student academic rally winner trips	x	Arrangement	N.D.
Arrangement between Louisiana and Quebec on a French language teaching assistance program	x	Arrangement	1968
Cooperation between Louisiana and Quebec through the International Relations Association of Acadiana		Arrangement	N.D.
<u>TRANSPORTATION</u>			
Reciprocity between Louisiana and Ontario on exemption from registration of motor vehicles and trailers	x	Understanding	26 August 1966 2 September 1966
<u>UNCLASSIFIED/GENERAL</u>			
Cooperation between Louisiana and Canada through the national conventions and programs of the National Legislative Conference		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Chairman, Council for the Development of French in Louisiana (CODOFIL) /	An official representative from Quebec who serves as a representative to the Council. The Council promotes visits and exchanges with Quebec (and France) ranging from tourism to formal educational programs. Canadian Federal Government is relevant on funding.
Council for the Development of French in Louisiana (CODOFIL) /	Governments offer reduced rates to students. Both U.S. and Canadian Federal Governments cooperate. Canadian and Quebec governments subsidize housing.
Council for the Development of French in Louisiana (CODOFIL) /	CODOFIL pays for trips to Quebec. Louisiana students attend schools in Canada.
State Board of Education, Council for the Development of French in Louisiana (CODOFIL) /	By an act of the Louisiana Legislature and CODOFIL. Cooperation by Louisiana, United States, French and Canadian Governments. French and Canadian Governments select eligible students.
Director, Motor Vehicles Division, Department of Public Safety/Deputy Registrar of Motor Vehicles, Department of Transport	Instruction of Departments to exempt vehicles from state/provincial licenses.
Louisiana Legislative Council /	"NLC often has included representatives of foreign governments including Canada in their national conventions and programs."

STATE OF MAINE

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>AGRICULTURE</u>			
Arrangement between Maine <u>et al.</u> and Canada on trade fairs		Arrangement	N.D.
Arrangements between Maine and New Brunswick on potato marketing consultations		Arrangement	1965
Consultations between Maine and New Brunswick and Nova Scotia on agricultural matters		Arrangement	N.D.
Cooperation between Maine and New Brunswick on the Florida potato seed test		Arrangement	"Arranged informally for at least 20 years"
Cooperation between Maine and New Brunswick on agriculture through a "Joint Task Force"		Arrangement	N.D.
Exchange of information between Maine and New Brunswick on potato soil and water conservation and seed potato programs		Arrangement	N.D.
Exchange of information between Maine and Nova Scotia on agricultural matters		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Department of Agriculture/	The Council on International Trade and the Eastern U.S. Food and Trade Export Council are acquiring information for a 1975 Canadian Trade Fair. The 11 Northeastern States belong to the Council on International Trade.
Promotions Division, Department of Agriculture/ Potato Plant Protection Branch, Department of Agriculture and Rural Development	By visits and meetings of promotional staff.
Department of Agriculture/	Attendance of officials at Agricultural Fairs in the other jurisdictions. Also by visits (e.g., Maine-New Brunswick had one meeting in Winter 1972 and two in Spring 1973 at Commissioner, Deputy Commissioner, Director level.)
Plant Industry Division, Department of Agriculture/ Department of Agriculture and Rural Development	"Have cooperated for many years in the southern test for seed potatoes. We share labor, equipment, and since Maine purchased the land in Florida, the Canadians have been renting land from Maine for their test." Nova Scotia also sends samples to the Maine seed farm in Florida.
Department of Agriculture/ Department of Agriculture and Rural Development	The 21 July 1972 Governor-Premier summit in Fredericton prompted a Commissioner-Minister meeting on September 1972 in Fredericton at which the joint task force was established "to determine ways and means of strengthening the potato programs in both Maine and New Brunswick. This technical group will be concerned with proposing measures that will ensure the continued improvement of the quality of potatoes for both seed and table stock use." To prepare a report for Governor-Premier consideration by 30 October 1972.
Department of Agriculture/ Department of Agriculture and Rural Development	
Department of Agriculture/	

STATE OF MAINE (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Relationship between Maine and Canadian provinces through the North American Blueberry Council		Arrangement	N.D.
Relationship between Maine and Canadian provinces through the National Association of State Departments of Agriculture		Arrangement	N.D.
<u>COMMERCE AND INDUSTRY</u>			
Agreement between Maine and New Brunswick "to authorize a joint study of the potential for increased trade" and to exchange information		Arrangement	20 October 1971
"Agreement concerning Christmas trees" between Maine and "each province in Canada"		Arrangement	1965
Commitment between Maine and Quebec to work together "to an increase in the exchange of products between the two regions"	x	Understanding	5 May 1972
Cooperation between Maine and the Maritime Provinces on a Maine-Maritime border study	x	Arrangement	1973
Exchange of information between Maine and New Brunswick on foreign trade promotion		Arrangement	N.D.
Relationship between Maine and Canada through the Maine Information Office in Montreal		Arrangement	N.D.
Relationship between Maine and Canada through the North American Securities Administrators Association	x	Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Department of Agriculture/	Includes the Nova Scotia Blueberry Producers Association
Department of Agriculture/	
Governor and Department of Economic Development/ Premier and Department of Tourism	Done at October 1971 Governor-Premier Fredericton summit, on recommendation of a "joint committee" established at the June 1971 Campobello summit. Departmental officials to "meet to discuss methods of increasing the effectiveness of tourist policies." By departmental meetings, e.g., a January 1972 and a May 1972 meeting.
	Involved are "customs clearance officers"
Governor, Special Advisor/ Vice Prime Minister, Commissioner General for Outside Cooperation	At Governor-Vice Prime Minister May 1972 Quebec City summit. By a "joint committee on cooperation entrusted with planning and carrying out exchanges between their respective territories." Also at 11 June 1973 Augusta summit.
Department of Commerce and Industry/	By commissioner meetings with provincial counterparts and use of same public relations firm. Private public relations firm. U.S. Travel Service, Department of Commerce are relevant.
Foreign Trade Division, Department of Commerce and Industry/	By visits of officials. Research and Productivity Council, Fredericton is relevant.
Department of Commerce and Industry/	The Information Office is operated by the Maine Publicity Bureau, a private organization. "One of its main functions is to answer inquiries created by Commerce and Industry advertising."
Securities Division, Bureau of Bank and Banking, Department of Business Regulation/	

STATE OF MAINE (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Understanding between Maine and Quebec on exchange of temporary labor		Understanding	5 May 1972
<u>EDUCATIONAL AND CULTURAL</u>			
Understanding between Maine and Quebec "to begin exchanges of information and documentation concerning their systems of education."	SEE COMMERCE AND INDUSTRY	Understanding	5 May 1972
Understanding between Maine and Quebec to "examine the possibility of organizing student teacher and research exchanges"	SEE COMMERCE AND INDUSTRY	Understanding	5 May 1972
Understanding between Maine and Quebec to "study practical methods for symphony exchanges"	SEE COMMERCE AND INDUSTRY	Understanding	5 May 1972
Understanding between Maine and Quebec to promote film exchanges	SEE COMMERCE AND INDUSTRY	Understanding	5 May 1972
Understanding between Maine and Quebec to organize art exhibitions	SEE COMMERCE AND INDUSTRY	Understanding	5 May 1972
Understanding between Maine and Quebec for Quebec to "continue its policy of presenting books and audio-visual documentation to French language institutions in Maine."	SEE COMMERCE AND INDUSTRY	Understanding	5 May 1972
Understanding between Maine and Quebec for cooperation in broadcasting	SEE COMMERCE AND INDUSTRY	Understanding	5 May 1972

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Governor, Special Advisor/ Vice Prime Minister, Commissioner General for Outside Cooperation	At Governor-Vice Premier May 1972 Quebec City summit, Maine "decided to support Quebec in its request for a decrease in the obstacles which at present confront the exchange of temporary labor between the two regions." Also at 11 June 1973 August summit.
Governor, Special Advisor/ Vice Prime Minister, Commissioner General for Outside Cooperation	Done at the May 1972 Governor-Vice Prime Minister Quebec City summit. By a "joint committee on cooperation." Also at 11 June 1973 Augusta summit.
Governor, Special Advisor/ Vice Prime Minister, Commissioner General for Outside Cooperation	Done at the May 1972 Governor-Vice Prime Minister. Quebec City summit. By a "joint committee on cooperation." Also at 11 June 1973 Augusta summit.
Governor, Special Advisor/ Vice Prime Minister, Commissioner General for Outside Cooperation	Done at the May 1972 Governor-Vice Prime Minister Quebec City summit. By a "joint committee on cooperation." Also at 11 June 1973 Augusta summit.
Governor, Special Advisor/ Vice Prime Minister, Commissioner General for Outside Cooperation	Done at the May 1972 Governor-Vice Prime Minister Quebec City summit. By a "joint committee on cooperation." Also at 11 June 1973 Augusta summit.
Governor, Special Advisor/ Vice Prime Minister, Commissioner General for Outside Cooperation	Done at the May 1972 Governor-Vice Prime Minister Quebec City summit. By a "joint committee on cooperation." Also at 11 June 1973 Augusta summit.
Governor, Special Advisor/ Vice Prime Minister, Commissioner General for Outside Cooperation	Done at the May 1972 Governor-Vice Prime Minister Quebec City summit. By a "joint committee on cooperation." Also at 11 June 1973 Augusta summit.
Governor, Special Advisor/ Vice Prime Minister, Commissioner General for Outside Cooperation	Done at the May 1972 Governor-Vice Prime Minister Quebec City summit. By a "joint committee on cooperation." Also at 11 June 1973 Augusta summit.

STATE OF MAINE (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Understanding between Maine and Quebec for cooperation in communications exhibitions	SEE COMMERCE AND INDUSTRY	Understanding	5 May 1972
Understanding between Maine and Quebec for cooperation on youth exchanges	SEE COMMERCE AND INDUSTRY	Understanding	5 May 1972
<u>ENERGY</u>			
Cooperation between Maine <u>et al.</u> and Quebec, New Brunswick, Nova Scotia, Prince Edward Island and Newfoundland concerning the "development of joint energy policies" through the New England-Eastern Canadian Energy Advisory Committee	x	Understanding	16, 17 August 1973
Cooperation between Maine <u>et al.</u> and New Brunswick through the NEPOOL-NEPEX organizations		Arrangement	N.D.
Cooperation between Maine <u>et al.</u> and Ontario and New Brunswick through the Northeast Power Coordinating Council.		Arrangement	N.D.
Joint study between New Brunswick and Maine <u>et al.</u> of the feasibility of further interconnection		Arrangement	1971

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Governor, Special Advisor/ Vice Prime Minister, Commissioner General for Outside Cooperation	Done at the May 1972 Governor-Vice Prime Minister Quebec City summit. By a "joint committee on cooperation." Also at 11 June 1973 Augusta summit.
Governor, Special Advisor/ Vice Prime Minister, Commissioner General for Outside Cooperation	Done at the May 1972 Governor-Vice Prime Minister Quebec City summit. By a "joint committee on cooperation." Also at 11 June 1973 Augusta summit. Also, "During the year, the leaders of the Franco Quebec Youth Bureau and of Maine's governmental bodies in charge of youth policy will hold discussions to draw up a program of exchanges of young workers in various professions."
Office of Canadian Affairs/	Established at the August 1973 Prince Edward Island meeting of the six New England Governors and five Eastern Canadian Premiers. U.S. states include Maine, Vermont, New Hampshire, Massachusetts, Rhode Island and Connecticut.
Public Utilities Commission / New Brunswick Electric Power Commission	These organizations, part of the "trend toward regionalization of bulk power supply coordination and planning "were" formed by the operating utilities and the New England Regional Commission formed by the Governors of the 6 State Region". New Brunswick Utilities are interconnected.
Public Utilities Commission/	Interconnection through private utilities.
	"A joint task force of engineers from the New Brunswick Commission and New England are currently studying the feasibility of a second tie with New Brunswick. Among future projects could be joint participation in larger steam units both nuclear and fossil fired and hydro projects both conventional and pump storage."

STATE OF MAINE (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
"Sugarbush Compact" between Maine <u>et al.</u> and the Eastern Provinces on energy	x	Agreement	14 June 1974
Understanding between Maine and Quebec "to adopt a common policy as regards to problems of oil supplies"	SEE COMMERCE AND INDUSTRY	Understanding	5 May 1972
<u>ENVIRONMENTAL PROTECTION</u>			
Agreement between Maine and New Brunswick "to institute a broadbased program of cooperation on pollution"		Arrangement	20 October 1971
"Cordial informal relationship" between Maine and Canadian provinces on environmental protection		Arrangement	N.D.
Participation between Maine and Canada on the environmental activities of the International Joint Commission		Arrangement	N.D.
Relationship between Maine and New Brunswick and Quebec through the Committee on Water Quality in the St. John River Basin		Arrangement	21 September 1972
<u>HUMAN SERVICES</u>			
Arrangement between Maine and Quebec "to establish contact and coordination" in worker rehabilitation		Understanding	19 October 1970

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Office of Canadian Affairs/	Passed at the June 1974 Sugarbush meeting of the six New England Governors and five Eastern Premiers. U.S. states include Maine, Vermont, New Hampshire, Massachusetts, Rhode Island and Connecticut.
Governor, Special Advisor/ Vice Prime Minister, Commissioner General for Outside Cooperation	Done at 5 May 1972 Governor-Vice Prime Minister Quebec City summit. By a "joint committee on cooperation. Also at 11 June 1973 Augusta summit.
Environmental Improvement Commission / Department of Fisheries and Environment	"To emphasize to their respective federal governments the urgent need for early implementation of a cooperative system for cleanup of offshore oil spills." Done at October 1971 Governor-Premier Fredericton summit on recommendation of a "joint committee established at the June 1971 Campobello summit." By departmental meeting.
Department of Environmental Protection/	"If there are mutual problems the specifics are addressed directly."
Department of Environmental Protection/	
Department of Environmental Protection / Department of Fisheries and Environment	"Some formal and informal committee work on water quality control of the St. John River which forms part of the Maine-New Brunswick border". Committee established by U.S.-Canada Exchange of Notes. Environment Canada, U.S. Environmental Protection Agency, Region I, Massachusetts, St. John River Basin Board, and the Northern Maine Regional Planning Commission are relevant.
Maine Industrial Accident Commission / Quebec Work- men's Compensation Commission	"A formal agreement did not materialize but we did succeed in establishing better coordination."

STATE OF MAINE (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Arrangement between Maine and New Brunswick "to establish contact and rehabilitation"		Understanding	11 December 1970
Cooperation between Maine and Canadian provinces on animal rabies through the Health, Education and Welfare Department		Arrangement	N.D.
Exchange of information between Maine and Canada on housing construction and "development and implementation of Rules and Regulations for construction and performance standards for modular and mobile homes"		Arrangement	N.D.
Relationship between Maine and New Brunswick on social work cooperation	x	Arrangement	N.D.
<u>MILITARY AND CIVIL DEFENSE</u>			
Arrangement between Maine and New Brunswick on National Guard annual field training		Understanding	1971
Arrangement between Maine and New Brunswick and Quebec on annual civil defense training		Arrangement	N.D.
Arrangement between Maine and New Brunswick and Quebec on transborder equipment transportation		Arrangement	N.D.
Arrangement between Maine and New Brunswick to establish a common flood monitoring system		Arrangement	June 1973

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Maine Industrial Accident Commission / Quebec Workmen's Compensation Commission	"A formal agreement did not materialize but we did succeed in establishing better coordination."
Department of Health and Welfare/	"Through the Region 1 Office of the Department of Health, Education and Welfare in Boston, we participate in programs designed to acquaint officials on both sides of the border with the geographic location of the occurrence of animal rabies. A periodic listing of the occurrence of such cases is compiled in the Regional Office and redistributed to the States and involved Canadian provinces."
Maine State Housing Authority/	
Bureau of Mental Health and Corrections/	
Department of Military, Civil Defense, and Veterans Affairs/	Through Embassy channels
Department of Military, Civil Defense and Veterans Affairs/	One seminar per year on communications, evacuation and training task forces. County directors and federal officials also involved.
Department of Military, Civil Defense and Veterans Affairs/	To permit mobile radio and weapons of one unit to be taken across the border
Department of Military, Civil Defense and Veterans Affairs/	Automatic river gauges and monitoring stations at Fort Kent and elsewhere feed data equally to both sides.

STATE OF MAINE (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
"Mutual Aid Agreement" between Maine and New Brunswick on civil defense	x	Understanding	N.D.
"Mutual Understanding" between Maine and New Brunswick on civil defense	x	Understanding	10 October 1955
"Verbal Agreement" between Maine and New Brunswick for medical, police and fire cooperation		Arrangement	N.D.
<u>NATURAL RESOURCES</u>			
Agreement concerning fire fighting between Maine <u>et al.</u> and Quebec and New Brunswick through the Northeastern Forest Fire Protection Commission (Interstate Compact)	SEE NEW YORK	Understanding	1949
Arrangement between Maine and Canada for "informal discussions relative to common ... marketing of forest products across the Canadian border"		Arrangement	N.D.
Arrangement between Maine and New Brunswick, Nova Scotia and Quebec on shellfish purification and regulations		Arrangement	N.D.
Arrangement between Maine and New Brunswick <u>et al.</u> for discussions on "mutual problems of state park development, tourism and related matters"	x	Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Department of Military, Civil Defense and Veterans Affairs/	By "subcommittees"
Office of the Governor/ Minister of Municipal Affairs	By exchange of letters.
Department of Military, Civil Defense and Veterans Affairs/	E.g., to transport patients, doctors, ambulances, and emergency hospitals.
Forestry Department/	"To promote effective prevention and control of forest fires among party States and with States party to other regional forest fire protection compacts" (P.L.-129, 81st Congress, Approved 25 June 1949; P.L.-340, 82nd Congress, Approved 13 May 1952). Includes Connecticut (1949), Maine (1949), Massachusetts (1949), New Hampshire (1949), New York, Rhode Island (1950), and Vermont (1949). Also Quebec and New Brunswick (Congressional Consent 1949) U.S. Federal through U.S. Forest Service - North- east Area - State and Private Authority.
Bureau of Forestry, Department of Conservation/	E.g., 1973 discussion on problems of transborder pulpwood supplies for forest industries located at border.
Department of Marine Resources/	As Maritime exports must meet U.S. Food and Drug Administration standards, the provinces consulted with Maine in establishing their quality control system. Done to meet requirements of U.S. Food and Drug Administration's Shellfish Branch
Bureau of Parks and Recreation, Department of Conservation / Department of Tourism	By correspondence and visits

STATE OF MAINE (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Cooperation between Maine <u>et al.</u> and the Canadian provinces on Red Tide		Arrangement	Since early 1950s
Cooperation between Maine and New Brunswick on fisheries matters		Arrangement	N.D.
Cooperation between Maine and New Brunswick and Ontario on the Spruce Budworm problem		Arrangement	N.D.
Cooperation concerning fire fighting between Maine <u>et al.</u> and Quebec and New Brunswick through the five committees (Equipment, Fire Prevention, Legislative, Technical, and Training Team) of the Northeastern Forest Fire Protection Commission		Understanding	1949
Cooperation between Maine and Canada through the Atlantic Sea Salmon Commission		Arrangement	N.D.
Exchange between Maine and Nova Scotia on fisheries education extension		Arrangement	1946
"Formal Agreement" between Maine and New Brunswick for a coordinated fire watch		Arrangement	N.D.
"Informal Agreement" between Maine and New Brunswick for "setting fishing regulations on border waters"		Understanding	"For several years"

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Department of Marine Resources/	<p>"Have conferred since the early 1950s on how others monitor and control Red Tide problems. In 1958 there was established a formalized monitoring program and close cooperation. The Canadians have the primary knowledge in this area."</p>
Department of Marine Resources / Department of Fisheries and Environment	<p>Discuss species, water, ice problems, education.</p>
Forestry Department/	<p>Exchange reports on monitoring and information on projects. Also exchange of observers.</p>
Forestry Department/	<p>"To promote effective prevention and control of forest fires among party States and with States party to other regional forest fire protection compacts" (P.L.-129, 81st Congress, Approved 25 June 1949; P.L.-340, 82nd Congress, Approved 13 May 1952). Includes Connecticut (1949), Maine (1949), Massachusetts (1949), New Hampshire (1949), New York, Rhode Island (1950), and Vermont (1949). Also Quebec and New Brunswick (Congressional Consent 1949) U.S. Federal through U.S. Forest Service - Northeast Area - State and Private Authority.</p>
Department of Marine Resources/	<p>The Commission has an international program on salmon restriction to Maine rivers. Recently the provinces have become involved. Canada's Federal Fisheries Research Board, the U.S. Bureau of Sport Fisheries and Wildlife participate.</p>
Department of Marine Resources/	<p>By trips.</p>
Department of Forestry/ Bureau of Mines	<p>Use helicopters mostly.</p>
Department of Inland Fisheries and Game/ Department of Natural Resources	<p>"The regulations in question change infrequently and are arrived at following or during discussions by representatives (usually our Commissioner and the Director of the N.B. agency's Fish and Wildlife Branch")</p>

STATE OF MAINE (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Information exchange between Maine and New Brunswick on aid to the fisheries		Arrangement	N.D.
Relationship between Maine and Quebec and New Brunswick on mining information		Arrangement	N.D.
Relationship between Maine and Canada through the Marine Resources Council		Arrangement	N.D.
Relationship between Maine <u>et al.</u> and Quebec through the National Association of State Foresters		Arrangement	N.D.
Understanding between Maine and Quebec to "develop a common policy in the battle against the diseases which affect the flora of their forests"	SEE COMMERCE AND INDUSTRY	Understanding	5 May 1972
<u>PUBLIC SAFETY</u>			
Agreement between Maine and New Brunswick to permit weapons to be retained on transborder trip		Arrangement	N.D.
Arrangement between Maine and New Brunswick to secure a common radio frequency		Arrangement	N.D.
"Good working relationship" between Maine and Canadian provinces in law enforcement matters		Arrangement	N.D.
Relationship between Maine and Canada through the International Association of Chiefs of Police and its North Atlantic Region		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Department of Marine Resources/	Regarding snow crab, shrimp, ship building, marine railroads, docks, boat storage
Bureau of Geology, Department of Conservation / New Brunswick Department of Lands and Mines / Quebec Bureau of Mines	"We have a relationship with the Quebec Bureau of Mines and the Department of Lands and Mines at New Brunswick on information exchange, coordinated field projects and a continuing review of field developments in the two provinces and the State of Maine."
Bureau of Geology, Department of Conservation /	The Council is "an organization largely devoted to the negotiations between the United States and Canada on the seaward international boundary between the two countries."
Forestry Department/	The association, founded in 1920, "Promotes cooperation in forestry matters among states and between states and the federal government"
Governor, Special Advisor/ Vice Prime Minister, Commissioner General for Outside Cooperation	Done at 5 May 1972 Governor-Vice Prime Minister Quebec City summit. By a "joint committee on cooperation." Also at 11 June 1973 Augusta summit.
Department of Public Safety/	Agreements between police chiefs in border towns was also extended to border patrols
Department of Public Safety/	A common frequency for an alert system for border firemen and police must be issued by Federal Communications Commission, which is reluctant to do so. Federal Communications Commission is relevant
Department of Public Safety/	Are no compacts or written agreements, just "verbal gentlemen's agreements." Also with the R.C.M.P.
Department of Public Safety/	Make personal contacts and meet occasionally

STATE OF MAINE (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>TRANSPORTATION</u>			
"Agreement" between Maine and New Brunswick on the Lubec-Campobello Bridge	x	Agreement	7 December 1960
Arrangement between Maine and Canada for discussions on a trans-Maine highway		Arrangement	1971
Arrangement between Maine and New Brunswick "to explore possible avenues for joint and information exchange on transportation"	x	Understanding	1971, 1972
Cooperation between Maine <u>et al.</u> and Eastern Provinces concerning the "development of joint transportation policies" through the New England-Eastern Canadian Transportation Advisory Committee	x	Understanding	17 August 1973
Cooperation between Maine and Nova Scotia on the "Maine-Canada Air Passenger Market" study		Arrangement	1973
Exchange between Maine and Quebec on transportation	SEE COMMERCE AND INDUSTRY	Understanding	5 May 1972
"Informal Agreements" between Maine and New Brunswick on compatibility of border highways		Arrangement	N.D.
"Informal working arrangements" between Maine and New Brunswick on maintenance of border bridges		Arrangement	N.D.
"Joint Resolution" between Maine <u>et al.</u> and Eastern Provinces on the Halifax-Portland-Bangor-Montreal Air Route	x	Understanding	14 June 1974

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
State Highway Commission/ Department of Public Works	Each jurisdiction to pay one half of costs. Pursuant to Congress' Public Laws 687 and 85-563 and the plans approved by the U.S. Department of the Army and by the Governor in Council for Canada.
Department of Transportation/	By meetings of officials.
Department of Transportation/	By departmental meetings and the "Joint Staff Committee" established at the October 1971 Governor-Premier Fredericton summit. Progress on air transportation (Environment Trade and Energy) reviewed at July 22, 1972 Governor-Premier Fort Fairfield summit.
Office of Canadian Affairs/	Established at the August 1973 Prince Edward Island meeting of the six New England Governors and five Eastern Canadian Premiers. U.S. states include Maine, Vermont, New Hampshire, Massachusetts, Rhode Island, and Connecticut.
Department of Transportation/	Study prepared by Maine's Department of Transportation. Also cooperation in trying to get approval of proposed air routes. U.S. Department of State, Civil Aeronautics Board is relevant.
Governor, Special Advisor/ Vice Prime Minister, Commissioner General for Outside Cooperation	Done at May 1972 Governor-Vice Prime Minister Quebec City summit. "Both governments will exchange senior civil servants attached to roads and transport and will carry out comparative studies of their road systems." Also by "joint committee on cooperation". Also by 11 June 1973 Augusta summit.
Department of Transportation/	Consultations at planning stage.
Department of Transportation/	For painting services and payment. Done at district level.
Office of Canadian Affairs/	Passed at the June 1974 Sugarbush meeting of the six New England Governors and five Eastern Canadian Premiers. U.S. states include Maine, Vermont, New Hampshire, Massachusetts, Rhode Island and Connecticut.

STATE OF MAINE (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
"Joint Resolution" between Maine <u>et al.</u> and the Eastern Provinces on clearance service at local municipal airports	x	Understanding	14 June 1974
"Joint Resolution" between Maine <u>et al.</u> and the Eastern Provinces on airline pre-clearance arrangements	x	Understanding	14 June 1974
"Joint Resolution" between Maine <u>et al.</u> and the Eastern Provinces on third level air carrier service	x	Understanding	14 June 1974
"Joint Resolution" of Maine <u>et al.</u> and the Eastern Provinces on Amtrak service	x	Understanding	14 June 1974
"Joint Resolution" of Maine <u>et al.</u> and the Eastern Provinces on railroad service studies	x	Understanding	14 June 1974
Reciprocity in motor vehicles between Maine and Alberta	x	Understanding	4 August 1945
Reciprocity in motor vehicles between Maine and British Columbia	x	Understanding	21 May 1945 29 June 1945
Reciprocity in motor vehicles between Maine and Manitoba	x	Understanding	27 July 1945 2 August 1945
Reciprocity in motor trucks between Maine and New Brunswick	x	Understanding	9 November 1953 19 November 1957
Reciprocity in passenger vehicles between Maine and New Brunswick	x	Understanding	2 September 1953
Reciprocity in motor vehicles between Maine and Newfoundland	x	Understanding	14 October 1970

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Office of Canadian Affairs/	Passed at the June 1974 Sugarbush meeting of the six New England Governors and five Eastern Canadian Premiers. U.S. states include Maine, Vermont, New Hampshire, Massachusetts, Rhode Island and Connecticut.
Office of Canadian Affairs/	Passed at the June 1974 Sugarbush meeting of the six New England Governors and five Eastern Canadian Premiers. U.S. states include Maine, Vermont, New Hampshire, Massachusetts, Rhode Island and Connecticut.
Office of Canadian Affairs/	Passed at the June 1974 Sugarbush meeting of the six New England Governors and five Eastern Canadian Premiers. U.S. states include Maine, Vermont, New Hampshire, Massachusetts, Rhode Island and Connecticut.
Office of Canadian Affairs/	Passed at the June 1974 Sugarbush meeting of the six New England Governors and five Eastern Canadian Premiers. U.S. states include Maine, Vermont, New Hampshire, Massachusetts, Rhode Island and Connecticut.
Office of Canadian Affairs/	Passed at the June 1974 Sugarbush meeting of the six New England Governors and five Eastern Canadian Premiers. U.S. states include Maine, Vermont, New Hampshire, Massachusetts, Rhode Island and Connecticut.
Department of State/ Deputy Provincial Secretary	
Automobile Division/ Motor Vehicle Branch	
Automobile Division/ Motor Vehicle Branch	
Division of Motor Vehicles/ Department of Provincial Secretary-Treasurer	
Department of State/	
Motor Vehicle Division, Department of State/ Department of Highways	

STATE OF MAINE (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Reciprocity in motor vehicles between Maine and Nova Scotia	x	Understanding	21 May 1945 26 June 1945
Reciprocity in motor vehicles between Maine and Ontario	x	Understanding	16 April 1963 3 May 1963
Reciprocity in motor vehicles between Maine and Prince Edward Island	x	Understanding	9 July 1951
Reciprocity in bus travel between Maine and Quebec	x	Understanding	16 May 1949
Reciprocity in motor trucks between Maine and Quebec	x	Understanding	20 March 1972 23 August 1972
Reciprocity in motor vehicles between Maine and Saskatchewan	x	Understanding	28 August 1973
Relationship between Maine and Canada through the Canadian Industrial Traffic League and the National Industrial Traffic League		Arrangement	N.D.
Relationship between Maine and Canada through the North American Association of Port Authorities		Arrangement	N.D.
Relationship between Maine and Canada through the American Society of Traffic and Transportation		Arrangement	N.D.
Relationship between Maine and Canada through the Association of Industrial and Commercial Traffic Executives		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Motor Vehicle Division, Department of State/ Motor Vehicles Branch	Establishment of Motor Vehicles Branch within Motor Vehicle Division.
Department of State/ Department of Transport	Establishment of Motor Vehicles Branch within Motor Vehicle Division.
Motor Vehicle Division/ Deputy Provincial Secretary	Establishment of Motor Vehicles Branch within Motor Vehicle Division.
Department of State/ Assistant Comptroller of Revenue	Establishment of Motor Vehicles Branch within Motor Vehicle Division.
Motor Vehicle Division/ Department of Transportation	Establishment of Motor Vehicles Branch within Motor Vehicle Division.
Motor Vehicle Division/ Highway Traffic Board, Treasury Department	Establishment of Motor Vehicles Branch within Motor Vehicle Division.
Department of Transportation/	Establishment of Motor Vehicles Branch within Motor Vehicle Division.
Department of Transportation/	Establishment of Motor Vehicles Branch within Motor Vehicle Division.
Department of Transportation/	Establishment of Motor Vehicles Branch within Motor Vehicle Division.
Department of Transportation/	Establishment of Motor Vehicles Branch within Motor Vehicle Division.
Department of Transportation/	Establishment of Motor Vehicles Branch within Motor Vehicle Division.

STATE OF MAINE (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>UNCLASSIFIED/GENERAL</u>			
Agreement between Maine and New Brunswick to establish a joint committee to explore areas of mutual concern and suggest actions to further cooperation		Arrangement	21 June 1971
Agreement between Maine and New Brunswick to continue the joint committee "to monitor whatever work is done ... pursuant to the general agreements"		Arrangement	18 October 1971
Agreement between Maine and New Brunswick "to broaden the Program of Cooperation to include forestry, fisheries, recreation and agriculture"	SEE TRANS- PORTATION	Understanding	22 July 1972
Cooperation between Maine and New Brunswick, Quebec, Nova Scotia, Prince Edward Island and Newfoundland through the Maine Executive Department Office of Canadian Relations		Arrangement	29 January 1973
"Informal contacts" between Maine and Quebec, New Brunswick, and Nova Scotia on property tax through the International Association of Assessing Officers		Arrangement	N.D.
"Informal contacts" between Maine and Quebec, New Brunswick, Nova Scotia and Ontario on sales tax through the Eastern Regional Association of Sales Tax Administrators		Arrangement	N.D.
"Informal contacts" between Maine and Quebec and New Brunswick on motor fuel tax through the North American Gasoline Tax Conference		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Governor/Premier	Created at June 1971 Governor-Premier Campobello meeting.
Governor's Office/ Premier's Office	Done at the October 1971 Governor-Premier Fredericton summit. "The joint staff is composed of the executive staffs." "The Joint Staff Committee serves as continuing liaison between Governor and Premier as well as a coordinating body monitoring the departmental efforts."
Governor/Premier	At the July 1972 Governor-Premier Fort Fairfield summit, these additions were made to the October 1971 Governor-Premier Fredericton summit's "Program of Cooperation" in the fields of Environmental, Energy, Trade, Tourism, and Transportation matters. By a "Joint Staff Committee". ("Committee of Officials")
Six Maine Commissioners and Maine Office of Canadian Relations/	"Foster strengthened relations" between Maine and the Maritimes. The Commission is divided into a Committee on Maritime Affairs and a Committee on Quebec Affairs.
Bureau of Taxation/	
Bureau of Taxation/	
Bureau of Taxation/	

STATE OF MAINE (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Interparliamentary Conference between Maine and "the southeastern Provinces of Canada" legislators to "effect better communications"	x	Arrangement	3 May 1973
"Joint Agreement" between Maine and New Brunswick "to maintain and foster close cooperation in all relevant areas of concern"	x	Agreement	28 June 1973
Resolution of Maine <u>et al.</u> and the Eastern Provinces to create a Committee on Inter-Regional Economic Development	x	Understanding	14 June 1974
Understanding between Maine and Quebec to "set up a joint committee on cooperation entrusted with planning and carrying out exchanges between their respective territories"	SEE COMMERCE AND INDUSTRY	Understanding	5 May 1972

STATE OF MARYLAND

<u>ENERGY</u> "Exchange of professional publications" between Maryland and Alberta and Ontario		Arrangement	N.D.
<u>HUMAN SERVICES</u> Cooperation between Maryland and Canadian provinces on parole courtesy supervision in accordance with the Interstate Compact on Corrections		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Maine Commission on Inter-state Cooperation, New England-Atlantic Provinces- Quebec Center of the University of Maine-Orono, and Maine Legislators/Legislators of south-eastern Provinces of Canada	"Cooperation approach to solving some of our common problems". Conference in summer of 1974 at University of Maine at Orono.
Governor/Premier	Done at June 1973 Governor-Premier Augusta summit. An "expanded common effort among the agencies of Maine and New Brunswick" in "the areas of environment, energy, trade, tourism, transportation, forestry, recreation, fisheries and agriculture."
Governor's Office of Canadian Affairs/	At the New England Governors-Eastern Premiers Sugarbush Conference. Maine, Connecticut, Vermont, Massachusetts, Rhode Island, and New Hampshire are involved.
Governor, Special Advisor/Vice Prime Minister, Commissioner General for Outside Cooperation	At May 1972 Governor-Vice Premier Quebec City summit.
Geological Survey/Research Council of Alberta / Ontario Department of Mines.	Also with the Canadian Geological Survey.
Division of Parole and Probation, Department of Public Safety and Correctional Services/	"We would extend the fullest assistance and cooperation to any reasonable requests emanating from any Canadian Province".

STATE OF MARYLAND (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>PUBLIC SAFETY</u>			
Arrangement between Maryland and Canada on Exchange of police information through the International Association of Chiefs of Police "Central Index"		Arrangement	N.D.
Relationship between Maryland and Canada through the International Association of Chiefs of Police		Arrangement	N.D.
Relationship between Maryland and "several Canadian provinces" through the State Police Planner's Association		Arrangement	N.D.
<u>TRANSPORTATION</u>			
Reciprocal Agreement between Maryland and Manitoba concerning motor vehicle reciprocity	x	Understanding	21 February 1961 3 March 1961
Relationship between Maryland and Canadian provinces through the American Association of Port Authorities		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Maryland State Police/	There is "a Central Index of police planning materials maintained by the International Association of Chiefs of Police in Gaithersburg, Maryland. Various agencies in this country and Canada submit material on completed staff studies and experimental programs. Other agencies, desiring such information may request the I.A.C.P. to forward it to them and may also conduct further correspondence with the originating department."
Maryland State Police/	"The state and provincial members of the I.A.C.P. conduct police planning meetings, attended by officials from both the U.S. and Canada, at which pertinent issues confronting law enforcement in both nations are discussed."
Maryland State Police/	The Association invites "several Canadian provinces to participate in its discussions. Similar discussions of related importance are conducted at yearly meetings in coordination with the I.A.C.P. Several inquiries are answered each year by this agency for the allied Canadian Police Agencies."
Motor Vehicle Administration, Maryland Department of Transportation/ Manitoba Department of Public Utilities	
Department of Transportation/	

STATE OF MARYLAND (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Relationship between Maryland and Canadian provinces through the American Association of Motor Vehicle Administrators		Arrangement	N.D.
"Understanding" between Maryland and Alberta concerning motor vehicle reciprocity	x	Understanding	22 November 1957 ? September 1965
Understanding between Maryland and Ontario concerning motor vehicle reciprocity	x	Understanding	9 April 1963
Understanding between Maryland and Quebec concerning motor vehicle reciprocity	x	Understanding	7 May 1973
Understanding between Maryland and Saskatchewan concerning motor vehicle reciprocity	x	Understanding	10 December 1957 22 November 1957

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Department of Transportation/	<p>"The Association is composed of motor vehicle administrators in all the States and the Provinces of Canada and many of our contacts with Canadian Provinces relating to matters of reciprocity, whether it be commercial vehicles traveling from a particular state into a province, financial responsibility, driver control or simply an exchange of information, are made through the A.A.M.V.A."</p>
Motor Vehicle Administration, Maryland Department of Transportation/ Highway Traffic Board, Alberta Department of Highways	
Motor Vehicle Administration, Maryland Department of Transportation/ Office of the Registrar of Motor Vehicles, Ontario Department of Transport	
Motor Vehicle Administration, Maryland Department of Transportation/ Quebec Department of Transport	
Motor Vehicle Administration, Maryland Department of Transportation/ Highway Traffic Board, Treasury Department, Province of Saskatchewan	

STATE OF MASSACHUSETTS

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>COMMERCE AND INDUSTRY</u> "Joint Agreement" between Massachusetts and New Brunswick on trade and tourist cooperation	x	Agreement	3 December 1973
<u>EDUCATIONAL AND CULTURAL</u> Exchange between Massachusetts and the "Canadian Government" through the Massachusetts American French Canadian Cultural Exchange Commission		Arrangement	N.D.
<u>ENERGY</u> Cooperation between Massachusetts <u>et al.</u> and Quebec, New Brunswick, Nova Scotia, Prince Edward Island and Newfoundland concerning the "development of joint energy policies" through the New England-Eastern Canadian Energy Advisory Committee	SEE MAINE	Understanding	August 1973
<u>HUMAN SERVICES</u> Arrangement between Massachusetts and Canada on return of mental health patients		Arrangement	N.D.
"Agreement" between Massachusetts and Canada for acceptance of premarital medical certificates		Arrangement	N.D.
Cooperation between Massachusetts and Canadian Provinces on public health matters		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Governor/Premier	
Speaker of the House of Representatives/	The House established the Commission, which "has received state funding and promotes cultural and friendship exchange with the Canadian Government."
Aide to the Governor/	Established at the August 1973 Prince Edward Island meeting of the six New England Governors and five Eastern Canadian Premiers led to "ongoing contacts." U.S. states include Maine, Vermont, New Hampshire, Massachusetts, Rhode Island, and Delaware.
Department of Mental Health/	"If any Massachusetts resident should be hospitalized anywhere in Canada and wish to be returned...and if they satisfy the criteria of need for continued hospitalization generally we will accept the transfer from a Canadian hospital, provided Canada pays for the transportation."
Department of Public Health/	"Massachusetts will accept the premarital blood test results from provincial laboratories in Canada as well as premarital medical certificates."
Department of Public Health/ Quebec Ministry of Social Affairs / Manitoba Department of Health and Social Development	On health and social planning, medical sociology and paramedical services. Also with private Canadians.

STATE OF MASSACHUSETTS (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>NATURAL RESOURCES</u>			
Agreement concerning fire fighting between Massachusetts <u>et al.</u> and Quebec and New Brunswick through the Northeastern Forest Fire Protection Commission (Interstate Compact)	SEE NEW YORK	Understanding	1949
<u>TRANSPORTATION</u>			
Cooperation concerning fire fighting between Massachusetts <u>et al.</u> and Quebec and New Brunswick through the five committees (Equipment, Fire Prevention, Legislative, Technical, and Training Team) of the Northeastern Forest Fire Protection Commission		Understanding	1949
Cooperation between Massachusetts <u>et al.</u> and Quebec, New Brunswick, Nova Scotia, Prince Edward Island and Newfoundland concerning the "Development of joint transportation policies" through the New England-Eastern Canadian Transportation Advisory Committee	SEE NEW YORK	Understanding	August 1973
Mirror Reciprocity between Massachusetts and Canadian Provinces on motor vehicle license privileges		Understanding	N.D.
Mirror Reciprocity between Massachusetts and Alberta and Prince Edward Island on commercial vehicles license privileges		Understanding	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Division of Forest and Parks, Department of Natural Resources/	<p>"To promote effective prevention and control of forest fires among party States and with States party to other regional forest fire protection compacts" (P.L.-129, 81st Congress, approved 25 June 1949; P.L.-340, 82nd Congress, approved 13 May 1952). Includes Connecticut (1949), Maine (1949), Massachusetts (1949), New Hampshire (1949), New York, Rhode Island (1950), and Vermont (1949). Also Quebec and New Brunswick (Congressional Consent 1949). U.S. Federal through U.S. Forest Service - Northeast Area - State and Private Authority.</p>
Division of Forest and Parks, Department of Natural Resources/	<p>"To promote effective prevention and control of forest fires among party States and with States party to other regional forest fire protection compacts" (P.L.-129, 81st Congress, approved 25 June 1949; P.L.-340, 82nd Congress, approved 13 May 1952). Includes Connecticut (1949), Maine (1949), Massachusetts (1949), New Hampshire (1949), New York, Rhode Island (1950), and Vermont (1949). Also Quebec and New Brunswick (Congressional Consent 1949). U.S. Federal through U.S. Forest Service - Northeast Area - State and Private Authority.</p>
Aide to the Governor/	<p>Establishment at the August 1973 Prince Edward Island meeting of the six New England Governors and five Eastern Canadian Premiers led to "ongoing contacts." U.S. states include Maine, Vermont, New Hampshire, Massachusetts, Rhode Island and Delaware.</p>
Registry of Motor Vehicles/	<p>Alberta: no more than 6 months per year. Students unlimited. British Columbia: 6 months. Manitoba: Indefinite. New Brunswick: 90 days for visitors. Newfoundland: 90 days for tourists; minimum age 17 years. Nova Scotia: 90 days. Ontario: 3 months. Prince Edward Island: 4 months for visitors. Quebec: 3 months for visitors. Students unlimited. Saskatchewan: 90 days</p>
Registry of Motor Vehicles/	

STATE OF MASSACHUSETTS (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Reciprocity between Massachusetts and Alberta on motor vehicles		Understanding	N.D.
Reciprocity between Massachusetts and British Columbia on motor vehicles		Understanding	N.D.
Reciprocity between Massachusetts and Manitoba on motor vehicles		Understanding	N.D.
Reciprocity between Massachusetts and New Brunswick on motor vehicles		Understanding	N.D.
Reciprocity between Massachusetts and Newfoundland on motor vehicles		Understanding	N.D.
Reciprocity between Massachusetts and Nova Scotia on motor vehicles		Understanding	N.D.
Reciprocity between Massachusetts and Ontario on motor vehicles		Understanding	N.D.
Reciprocity between Massachusetts and Prince Edward Island on motor vehicles		Understanding	N.D.
Reciprocity between Massachusetts and Quebec on motor vehicles		Understanding	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Registry of Motor Vehicles/	"Pleasure vehicles: Period not exceeding six (6) months. Students: unlimited."
Registry of Motor Vehicles/	"...Pleasure vehicles: 6 months for visitors. If employed or places children in public schools, must register. Commercial vehicles: Must be registered. Students: unlimited during school term while attending an accredited college or university unless employed."
Registry of Motor Vehicles/	"...Pleasure vehicles: Unlimited for visitors. If employed, must be registered. If owner has place of business in province, must be registered. Commercial vehicles must be registered. Students: Unlimited during school term if not employed."
Registry of Motor Vehicles/	"Pleasure vehicles: 90 days for visitors. Commercial vehicles: Interstate, unlimited; intrastate or if owner has a place of business must be registered. Vehicle owned by non-resident but in custody of a resident of province for more than thirty days must be registered. Students: Unlimited."
Registry of Motor Vehicles/	"...Pleasure vehicles: 90 days for tourists, provided Tourist Sticker is applied within 72 hours. Must register immediately if employed. Commercial vehicles: Must register. If owner has place of business in province, must register."
Registry of Motor Vehicles/	"...Pleasure vehicles: 90 days for visitors. If gainfully employed or engaged in business temporarily, 30 days; otherwise, must be registered immediately. Commercial vehicles: Interstate, unlimited; intrastate, must be registered; and if owner has place of business or terminal within Province, must be registered."
Registry of Motor Vehicles/	"...Pleasure vehicles: 3 months in any one year. Commercial vehicles: Must be registered, except those with a gross of not more than 6,000 pounds transporting natural farm products or livestock of owner, and those transporting objects and materials for non-commercial presentations."
Registry of Motor Vehicles/	"...Pleasure vehicles: 4 months for visitors; otherwise 10 days. Commercial vehicles: Interstate, unlimited; intrastate, must be registered. Students: Unlimited during school term; if employed, 10 days."
Registry of Motor Vehicles/	"...Pleasure vehicles: 3 months for visitors. Commercial vehicles: When carrying owner's own property in interstate transportation, unlimited, provided owner has no residence or place of business in Quebec. Students: Unlimited."

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Reciprocity between Massachusetts and Saskatchewan on motor vehicles		Understanding	N.D.
Relationship between Massachusetts and Canada through the American Automobile Association		Arrangement	N.D.
Relationship between Massachusetts and Canada through the Automobile Legal Association		Arrangement	N.D.
<u>UNCLASSIFIED/GENERAL</u>		Arrangement	N.D.
Relationship between Massachusetts and Canada on issues of concern to the Legislature (power sources and flow, fishing research, offshore mineral resources)			

STATE OF MICHIGAN

<u>COMMERCE AND INDUSTRY</u>			
Arrangement on tourist promotion between Michigan <u>et al.</u> and Ontario through the Northern Great Lakes Area Council (NORCLAC)		Arrangement	1945
"Co-operative enforcement problems effort" between Michigan and Canadian Provinces concerning corporations and securities		Arrangement	N.D.
Informal cooperation between Michigan and Canadian Provinces through the Michigan Outdoor Writers Association		Arrangement	N.D.
Informal cooperation between Michigan and the Canadian Provinces through the Midwest Travel Writers Association		Arrangement	N.D.
<u>EDUCATIONAL AND CULTURAL</u>			
Exchange of information between Michigan and Alberta, Manitoba, Nova Scotia, Ontario, Quebec and Saskatchewan regarding law and statute volumes		Arrangement	"For many years, perhaps for as many as 60 or 70 years in some instances"
<u>ENERGY</u>	x	Understanding	13 June 1967
Arrangement between Michigan and Ontario for joint policy on oil and gas drilling in Lake Huron, St. Clair River, Lake St. Clair and Detroit River			

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Registry of Motor Vehicles/	"...Pleasure vehicles: 90 days. Commercial vehicles: Must be registered. Students: Unlimited during school term."
Registry of Motor Vehicles/	
Registry of Motor Vehicles/	
House of Representatives/	"Informal and issue oriented. Said relations are predicated upon particular informational or issue needs and are generally both on an individual legislation and committee basis."
Information and Education Division, Department of Natural Resources (via the "Tourist Council")/	Also includes Minnesota and Wisconsin.
Corporation & Securities Bureau, Department of Commerce/	"With most provinces"
Tourist Council, Department of Natural Resources/	"Various get-togethers involving across-the-border contacts"
Tourist Council, Department of Natural Resources/	"Various get-togethers involving across-the-border contacts"
Law Library, Department of Education State Library Services/	Agreements are "quite informal perhaps arranged only by correspondence, for the exchange of the volumes of the annual session laws"
Geological Survey Division, Department of Natural Resources/	"Before...permits are to be granted by either [jurisdiction] at least 30 days notice will be given to the other govern- mental jurisdiction." Each regulatory agency to adopt necessary regulations. State/provincial officials met through "good offices of IJC." IJC to be notified of permit grants and policy changes.

STATE OF MICHIGAN (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Exchange of information between Michigan and Ontario "on mineral matters (chiefly oil and gas)"		Arrangement	N.D.
Exchange of information between Michigan and "Provincial Governments in Canada" on "rules, regulations, rates and regulatory procedures"		Arrangement	N.D.
Informal cooperation between Michigan and Canadian Provinces through the Michigan Basin Geological Society		Arrangement	N.D.
<u>ENVIRONMENTAL PROTECTION</u>			
Arrangements between Michigan and Ontario to develop a "Proposed Integrated Co-operative Air Pollution Control Program in the Michigan-Ontario International Area"	x	Arrangement	From 1971
Cooperation between Michigan <u>et al.</u> and Ontario and Quebec through the Great Lakes Water Quality Board		Arrangement	15 April 1972
Cooperation between Michigan <u>et al.</u> and Ontario through the "Reference Group to Study Pollution in the Great Lakes System From Agricultural Forestry and Other Land Use Activities" (Land Drainage Reference Group)		Arrangement	15 April 1972
Cooperation between Michigan <u>et al.</u> and Ontario through the "Reference Group to Study Pollution Problems of Lake Huron and Lake Superior" (Upper Lakes Reference Group)		Arrangement	15 April 1972

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Geological Survey Division, Department of Natural Resources/Petroleum Resources, Ministry of Natural Resources	"On occasion, members...confer directly with their counterparts in Ontario" on "mutual problems pertaining to oil and gas operations in Ontario and Michigan."
Public Service Commission, Department of Commerce/	Contacts are "of a very informal nature at relatively infrequent intervals...carried out through personal visits, telephone calls or by letter." Examples include contact with an Alberta communications regulatory body and the Ontario Energy Board.
Geological Survey Division, Department of Natural Resources/	Professional group, sometimes makes field trips into Ontario.
Air Pollution Control Division, Department of Natural Resources/Air Management Branch, Ministry of the Environment	Through a joint committee established by and reporting to the Governors and Premiers Great Lakes Conference. Air Pollution Control Division, Wayne County is involved.
Executive Secretary, Michigan Water Resources Commission/Ontario Department of the Environment/ Quebec Department of Quality of the Environment	U.S.-Canada Great Lakes Water Quality Agreement of 15 April 1972 directs International Joint Commission to establish the Great Lakes Water Quality Board. Includes representatives of the eight Great Lakes States (Minnesota, Wisconsin, Indiana, Illinois, Michigan, Ohio, Pennsylvania, and New York) and Ontario and Quebec, and the two Federal Governments.
Chief, Water Development Services Division, Bureau of Water Management, Michigan Department of Natural Resources/Ontario Ministry of the Environment	Reference Groups established by the Great Lakes Water Quality Board. Includes representatives of Michigan, Indiana, Minnesota, New York, Wisconsin, Ohio, Pennsylvania, and Ontario, and the two Federal Governments.
Chief, Comprehensive Studies Section, Bureau of Water Management, Michigan Department of Natural Resources/ Ontario Ministry of the Environment	Reference Group established by the Great Lakes Water Quality Board. Includes representatives of Indiana, Michigan, Minnesota, Wisconsin and Illinois and Ontario, and the two Federal Governments.

STATE OF MICHIGAN (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
"Formal Interchange" between Michigan and Canada through the International Joint Commission's Water Quality Management Board		Arrangement	N.D.
<u>HUMAN SERVICES</u>			
Understanding between Michigan and British Columbia on uniform reciprocal enforcement of support	x	Understanding	N.D.
Understanding between Michigan and Ontario on uniform reciprocal enforcement of support	x	Understanding	23 June 1960
<u>MILITARY AND CIVIL DEFENSE</u>			
Informal coordination between Michigan and Ontario concerning cross-border emergency communications through the U.S.-Canada Regional Civil Emergency Advisory Committee		Arrangement	N.D.
<u>NATURAL RESOURCES</u>			
Arrangement between Michigan et al. and Ontario, Manitoba and Saskatchewan through the Mississippi Flyway Council		Arrangement	N.D.
Arrangements between Michigan and Canadian Provinces (Alberta, Saskatchewan, and Ontario) for exchange of wildlife		Arrangement	N.D.
Arrangement between Michigan and Canada for exchange of historical site information		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Deputy Director, Bureau of Water Management, Department of Natural Resources represents Michigan on Board/	"The Board reports to the Commission, which in turn makes recommendations to its respective governments for action by the appropriate national agency." The Commission is "an investigating co-ordinating and recommending agency." The IJC is also concerned with air pollution matters.
Department of Social Services/	"On the basis of petitions certified in one state, the other takes jurisdiction of the man, issues a support order, and collects it."
Department of Social Welfare and Social Welfare Commission/	By concurrent declaration. Staffs develop "a procedure manual for handling support matters." "On the basis of petitions certified in one state, the other takes jurisdiction of the man, issues a support order, and collects it."
Emergency Services Division, Michigan Department of State Police/ Ontario Regional Staff Personnel of the Canada Emergency Measures Organization	Series of meetings beginning in 1970. (DCPA Region 4, Battle Creek, is represented on Committee.) The U.S. Federal Government is involved.
Wildlife Division, Department of Natural Resources/	"Important channel for interchange"; e.g., Michigan personnel work on waterfowl banding projects in Canada, on Canada Geese nesting ground study, and with both Federal Governments and Saskatchewan on "show-me" tours of provincial waterfowl nesting grounds. A total of 14 U.S. states belong. The two Federal Governments cooperate.
Wildlife Division, Department of Natural Resources/	E.g.: early 1940s-Alberta-grouse and partridge; "later"-Saskatchewan-ptarmigan; 1954-Ontario-partridges; 1957-Ontario-squirrels; 1956/57-Ontario-martens; 1969-Ontario-partridges & squirrels; 1968/69-Ontario-martens. Alberta Fish and Game Association is involved.
Mackinac Island State Park Commission, Department of Natural Resources/	"Restoration of historic sites at Mackinac Island and Michilimackinac State Park has led to extensive two-way contacts"

STATE OF MICHIGAN (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Arrangements between Michigan and Ontario and "other provinces" through the Great Lakes Deer Group		Arrangement	N.D.
Arrangement between Michigan and Ontario and "other provinces" through the Midwest Pheasant Council		Arrangement	N.D.
Arrangement between Michigan and Ontario on conservation law enforcement cooperation		Arrangement	N.D.
Arrangement between Michigan and Ontario for "co-operative investigation" of effects of Sault Lock on downstream water levels		Arrangement	N.D.
Arrangement between Michigan and Ontario for conservation personnel training and research		Arrangement	"For many years"
Arrangement between Michigan and Ontario for consultations on moose		Arrangement	N.D.
Arrangement between Michigan and Ontario for exchange of information and observation on forest fires		Arrangement	N.D.
Arrangement between Michigan and Ontario for servicing of fire-fighting aircraft		Arrangement	N.D.
Arrangements between Michigan and Ontario, Manitoba and Quebec through provincial attendance at Northeast Area Fire Supervisors meeting		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Wildlife Division, Department of Natural Resources/	E.g., in Winter 1951 Ontario invited group to Lake of the Woods to study a serious local deer food shortage.
Wildlife Division, Department of Natural Resources/	E.g., in 1940s, Michigan official visited Ontario re pheasant habitat and management.
Law Enforcement Division, Department of Natural Resources/	"Officers from bordering counties on both sides of the line in the Port Huron-Detroit Sector (and at Sault Ste Marie) meet annually (alternating from one side to the other) to discuss common problems. Usually area fisheries and wildlife biologists also attend." "Cooperative checking of hunters returning to Michigan from Canada is common."
Wildlife Division, Department of Natural Resources/	
Wildlife Division, Department of Natural Resources/Department of Lands and Forests	"The best of informal relations" including Ontario personnel attendance at "general in-service training sessions at Michigan's Conservation School and various special-purpose get-togethers" and Michigan personnel attendance at meetings in Ontario. Also advice on mail surveys of species kill and biometrics.
Wildlife Division, Depart- ment of Natural Resources/	Visits to advise on moose habitat and attendance at conferences.
Forest Fire Division, Department of Natural Resources/	Through attendance at fire control meetings, exchange of research, and observation of major forest fires.
Forest Fire Division, Department of Natural Resources/	Ontario helps Michigan obtain needed repair parts for Canadian built Beaver aircraft.
Forest Fire Division, Department of Natural Resources/	

STATE OF MICHIGAN (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Communication between Michigan and Canadian Provinces through the American Fisheries Society		Arrangement	N.D.
Communication between Michigan and Canadian Provinces through the Association of Midwest Fish and Game Commissioners		Arrangement	N.D.
Communication between Michigan and Canadian Provinces through the International Association of Game, Fish and Conservation Commissioners		Arrangement	N.D.
Communication between Michigan and Canadian Provinces through the Midwest Fish and Wildlife Conference		Arrangement	N.D.
Communication between Michigan and Canadian Provinces through the Wildlife Society		Arrangement	N.D.
Communication between Michigan and Canadian Provinces via the National Conference on State Parks		Arrangement	N.D.
Cooperation between Michigan and Canadian Provinces through the National Recreation and Parks Association		Arrangement	N.D.
Cooperation between Michigan and Canadian Provinces through Forest Symposia		Arrangement	N.D.
Cooperation between Michigan and Ontario and Manitoba through the Conservation Business Management Association		Arrangement	N.D.
Cooperation between Michigan and Ontario through an annual conference on Great Lakes Research		Arrangement	N.D.
Cooperation between Michigan and Ontario through the Central International Forest Insect and Disease Conference		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Fisheries Division, Department of Natural Resources/	fish resources and fishery management in cooperation with various agency and government personnel areas
Fisheries Division, Wildlife Division, Depart- ment of Natural Resources/	fish resources and fisheries in cooperation with various agency and government personnel areas
Fisheries Division, Wildlife Division, Depart- ment of Natural Resources/	fish resources and fisheries in cooperation with various agency and government personnel areas
Fisheries Division, Wildlife Division, Depart- ment of Natural Resources/	fish resources and fisheries in cooperation with various agency and government personnel areas
Fisheries Division, Wildlife Division, Depart- ment of Natural Resources/	fish resources and fisheries in cooperation with various agency and government personnel areas
Parks Division, Department of Natural Resources/	Conference was held in Ontario in mid-1960s. One of Board members is a Canadian. Conference includes the Federal Services.
Recreation Services Division, Department of Natural Resources/	
Forestry Division, Depart- ment of Natural Resources/	E.g., "Maple Symposia" held in Michigan in 1970, and "Aspen Symposium" at the University of Michigan.
Administrative Services Division, Department of Natural Resources/	
Department of Natural Resources/	
Forestry Division, Department of Natural Resources/	

STATE OF MICHIGAN (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Cooperation between Michigan and Quebec through the Association of State Foresters, Northeast Area		Arrangement	N.D.
Cooperation between Michigan (and Wisconsin) and Ontario through the Annual Tri-State Forestry Meeting in the Field		Arrangement	N.D.
Cooperation between Michigan <u>et al.</u> and Canadian Provinces through the Great Lakes Fisheries Commission's Scientific and Advisory Committee		Arrangement	N.D.
Cooperation between Michigan <u>et al.</u> and Canadian Provinces through the Society of American Foresters		Arrangement	N.D.
Cooperation between Michigan <u>et al.</u> and Ontario through the Great Lakes Fisheries Commission		Arrangement	1956
Cooperation between Michigan <u>et al.</u> and Ontario through the Great Lakes Fisheries Commission's Lake Committees		Arrangement	1956
Cooperation between Michigan <u>et al.</u> and Ontario through the Great Lakes Fisheries Commission's Management and Research Committee		Arrangement	1956

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Forestry Division, Department of Natural Resources/	
Forestry Division, Department of Natural Resources/	Ontario was host in 1970.
Fisheries Division, Department of Natural Resources/	
Fisheries Division, Department of Natural Resources/	"Through interchange connected with the Committees, the various state fishery workers become very well acquainted with their counterparts in other states and in Ontario, a fact which paves the way for any number of informal person-to-person contacts, in offices, in the field, and via telephone. The interchange of information is free and unrestricted. There is even much informal discussion of management matters...Formulation of management recommendations is a function of the Federal sections." The two Federal Governments through Environment Canada and U.S. Bureau of Sport Fisheries and Wildlife are involved.
Forestry Division, Department of Natural Resources/	Annual meeting. Also annual meeting of the Michigan-Wisconsin section of the Society of American Foresters includes about 20 members from Ontario.
Fisheries Division, Department of Natural Resources/	
Fisheries Division, Department of Natural Resources/	Established by the Great Lakes Fisheries Convention of 1955, the Commission's function is "basically research, exchange of information, and lamprey control. In addition, management recommendations are made to the respective 'agents': Environment Canada and the U.S. Bureau of Sport Fisheries and Wildlife." There are annual meetings of the Commission. Involved are the U.S. and Canadian Federal Governments and representatives of the eight Great Lakes States (Minnesota, Wisconsin, Indiana, Illinois, Michigan, Ohio, Pennsylvania and New York) and Ontario.
Fisheries Division, Department of Natural Resources/	
Fisheries Division, Department of Natural Resources/	Involved are the U.S. and Canadian Federal Governments through membership in Great Lakes Fisheries Commission. Representatives of the eight Great Lake States (Minnesota, Wisconsin, Indiana, Illinois, Michigan, Ohio, Pennsylvania, and New York) and Ontario.
Fisheries Division, Department of Natural Resources/	Membership from Ontario and each affected state. Involved are U.S. and Canadian Federal Governments through membership in Great Lakes Fisheries Commission. Representatives of the eight Great Lakes States (Minnesota, Wisconsin, Indiana, Illinois, Michigan, Ohio, Pennsylvania and New York) and Ontario.

STATE OF MICHIGAN (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Exchange of information between Michigan and Ontario and Quebec on recreation programs		Arrangement	N.D.
"General understanding" between Michigan and Ontario for joint protection of fishery resources in interconnecting waterways		Arrangement	N.D.
Informal cooperation between Michigan and the Canadian Provinces through the American Association for Conservation Information		Arrangement	N.D.
<u>TRANSPORTATION</u>			
Cooperation through the U.S.-Canada Bridge-Tunnel Operators Association between Michigan and Ontario concerning the International Bridge Authority of Michigan, Sault Ste. Marie, Michigan; the Blue Water Bridge Authority, Port Huron, Michigan; the Detroit International Bridge Authority; and the Detroit and Canada Tunnel Corporation		Arrangement	N.D.
Cooperation between Michigan and the Canadian Provinces through the American Association of Motor Vehicle Administrators		Arrangement	N.D.
Reciprocal understanding between Michigan and Alberta on motor vehicles	x	Understanding	9 September 1965
Reciprocal understanding between Michigan and Manitoba on motor vehicles	x	Understanding	5, 16 November 1962
"Reciprocity Agreement" between Michigan and Ontario on commercial vehicles	x	Understanding	25 April 1963

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Recreation Services Division, Department of Natural Resources/Ontario Department of Education / University of Quebec	Through pamphlet and correspondence exchange.
Fisheries Division/ Department of Natural Resources	"Considerable work has been expended...on studies on the Ste. Mary's Rapids at Sault Ste. Marie"..."such effort will continue." "Canadian Federal Fisheries people" are involved.
Information and Education Division, Department of Natural Resources/	There are "various get-togethers involving across-the- border contacts."
Michigan Department of State Highways and Trans- portation, and Bridge Authority/	
Department of State Highways and Transportation/	
Safety and Enforcement Division, Department of State/Highway Traffic Board, Department of Highways	Resident jurisdiction issues reciprocity permits.
Secretary of State/Motor Vehicle Branch, Department of Public Utilities	Home jurisdiction issues plate. Fees paid to jurisdiction in which operating.
Secretary of State/ Department of Transport	Purchasing of trip permits and exemptions.

STATE OF MICHIGAN (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>UNCLASSIFIED/GENERAL</u> Cooperation between Michigan and the Canadian Provinces through the International Public Personnel Association		Arrangement	N.D.

STATE OF MINNESOTA

<u>COMMERCE AND INDUSTRY</u> Arrangement between Minnesota <u>et al.</u> and Ontario for travel promotion, joint advertising programs and related activities in the Great Lakes region through the Northern Great Lakes Area Council (NORGLAC) Arrangement between Minnesota (and North Dakota) and Saskatchewan and Manitoba on the "Explorers' High Road" "Exchange of monthly publications" between Minnesota and Ontario, Manitoba and Alberta on economic development "Reciprocity Agreements" between Minnesota and Canadian Provinces on professional licensing (in such fields as podiatry, dentistry, psychology, pharmacy, optometry, veterinary, nursing, homes, medical examination, nursing, chiropractors)		Arrangement	1945
<u>EDUCATIONAL AND CULTURAL</u> "Some informal arrangements" between Minnesota and Canadian Provinces on school attendance		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Personnel Division, Department of Natural Resources/	Provinces send representatives to annual meeting.
Department of Economic Development/Department of Tourism and Information	Minnesota, Wisconsin and Michigan are the other Council members.
Department of Economic Development/	
Department of Economic Development/	
Boards are housed in Department of Health and Department of Administration	
Department of Education/	"A small number of isolated Canadian residents attend public schools in Minnesota with the tuition paid by the province of residence."

STATE OF MINNESOTA (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>ENERGY</u> "Exchange of Information Relating to Movement of Petroleum Products" between Minnesota and Manitoba, Ontario and Saskatchewan		Arrangement	Began approximately March 1973
<u>ENVIRONMENTAL PROTECTION</u> Arrangement between Minnesota <u>et al.</u> and Alberta, Manitoba, and Saskatchewan on International Technical Information Exchange Meeting(s) on Environmental Matters: Great Plains-Prairie Provinces Regions		Arrangement	N.D.
Cooperation between Minnesota <u>et al.</u> and Ontario and Quebec through the Great Lakes Water Quality Board		Arrangement	15 April 1972
Cooperation between Minnesota <u>et al.</u> and Ontario through the "Reference Group to Study Pollution in the Great Lakes System From Agricultural, Forestry and Other Land Use Activities" (Land Drainage Reference Group)		Arrangement	15 April 1972
Cooperation between Minnesota <u>et al.</u> and Ontario through the "Reference Group to Study Pollution Problems of Lake Huron and Lake Superior" (Upper Lakes Reference Group)		Arrangement	15 April 1972
Cooperation on water matters between Minnesota and Canada through the International Roseau River Engineering Board (IJC)		Arrangement	N.D.
Cooperation on water matters between Minnesota and Canada through the Rainy River Board (IJC)		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Petroleum Tax Division, Department of Revenue/	<p>"This activity involves the monthly exchange of information on movements of petroleum products. Two provinces give computer printouts, one sends copy of manifests and the Petroleum Division completes and sends a form to all 3 provinces. Data includes gallons of fuel oil and gasoline shipped to and from Minnesota."</p>
	<p>"Initial meeting held on October 30-31, 1973...yearly meetings planned." Initial meetings included representatives of Minnesota, North Dakota, Montana, Alberta, Manitoba, Saskatchewan, U.S. Environmental Protection Agency and Environment Canada.</p>
Executive Director, Pollution Control Agency/ Ontario Department of the Environment/Quebec Depart- ment of Quality of the Environment	<p>U.S.-Canada Great Lakes Water Quality Agreement of 15 April 1972 directs International Joint Commission to establish the Great Lakes Water Quality Board. Representatives of the eight Great Lakes States (Minnesota, Wisconsin, Indiana, Illinois, Michigan, Ohio, Pennsylvania, and New York) and Ontario and Quebec, and the two Federal Governments.</p>
Commissioner, Department of National Resources/ Ontario Ministry of the Environment	<p>Reference Groups established by the Great Lakes Water Quality Board. Representatives of Michigan, Indiana, Minnesota, New York, Wisconsin, Ohio, Pennsylvania, and Ontario, and the two Federal Governments.</p>
Executive Director, Pollution Control Agency/ Ontario Ministry of the Environment	<p>Reference Group established by the Great Lakes Water Quality Board. Representatives of Indiana, Michigan, Minnesota, Wisconsin and Illinois and Ontario, and the two Federal Governments.</p>
Department of Natural Resources/	<p>Board composed of 2 U.S. and 2 Canadian Members. Also by membership on a Task Force appointed by Board. U.S. and Canadian Federal Governments through membership in International Joint Commission.</p>
Department of Natural Resources/	<p>"Mostly with Ontario." U.S. and Canadian Federal Govern- ments through membership in International Joint Commission.</p>

STATE OF MINNESOTA (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Cooperation on water matters between Minnesota <u>et al.</u> and Canada through the Red and Souris River Board (LJC)		Arrangement	N.D.
Cooperation between Minnesota and Canada concerning Boise Cascade pollution in International Falls area through LJC		Arrangement	N.D.
Cooperation between Minnesota and Canada on water matters through the Lake Superior Level Board (LJC)		Arrangement	N.D.
Cooperation on water matters between Minnesota and Canada through the Great Lakes Waterway Board (LJC)		Arrangement	N.D.
Cooperation between Minnesota and Canada through the Lake of the Woods Levels Board (LJC)		Arrangement	N.D.
Cooperation between Minnesota and Canada on water matters through the Namakan Lake Levels Board (LJC)		Arrangement	N.D.
Cooperation on water matters between Minnesota <u>et al.</u> and Canada through the Great Lakes Basin Commission creating the Great Lakes Commission Compact (Interstate Compact)		Arrangement	1955
<u>HUMAN SERVICES</u>			
Arrangement between Minnesota and Canadian Provinces on communication "in relation to specific disease control situations (venereal disease, TB, and cancer) which extend across the boundary"		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Department of Natural Resources/	"Mostly with Ontario." U.S. and Canadian Federal Governments through membership in International Joint Commission.
Department of Natural Resources/	"Mostly with Ontario." U.S. and Canadian Federal Governments through membership in International Joint Commission.
Department of Natural Resources/	U.S. and Canadian Federal Governments through membership in International Joint Commission.
Department of Natural Resources/	U.S. and Canadian Federal Governments through membership in International Joint Commission.
Department of Natural Resources/	U.S. and Canadian Federal Governments through membership in International Joint Commission.
Department of Natural Resources/	U.S. and Canadian Federal Governments through membership in International Joint Commission.
Department of Natural Resources/	Commission is "an advisory and recommendatory agency to the States on regional water resource matters." Great Lakes Commission Compact originally planned Canadian participation by Canadian Provinces. But in 1968 U.S. P.L. 90-419 excluded it due to formal foreign policy consideration. However, congressional action endorsed informal contacts. Includes states of Illinois, Indiana, Michigan, Minnesota, New York, Ohio, Pennsylvania and Wisconsin.
Department of Health/ Provincial Health Officers	

STATE OF MINNESOTA (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Arrangement between Minnesota and Canadian Provinces on exchange of death certificates		Arrangement	"For many years"
Arrangement between Minnesota and Ontario for detoxification services to Canadian Indians in Minnesota		Arrangement	1973
Exchange of information on adoption between Minnesota <u>et al.</u> and Manitoba through the Midwest Adoption Facilitating Service	x	Arrangement	1967
<u>NATURAL RESOURCES</u>			
Cooperation between Minnesota <u>et al.</u> and Ontario through the Great Lakes Fisheries Commission		Arrangement	1955
"Cooperative Agreement" between Minnesota and Manitoba on forest fire fighting	x	Understanding	6 March 1965 As jointly reviewed 25 September 1969
"Coordinate and exchange information" between Minnesota <u>et al.</u> and Manitoba, Saskatchewan and Ontario through the Association of Midwest Fish and Wildlife Commissions		Arrangement	N.D.
"Informal Cooperation on fisheries ...projects and studies" between Minnesota and Ontario		Arrangement	N.D.
"Informal joint project" on giant Canada geese flock between Minnesota and Canadian Provinces	x	Arrangement	N.D.
"Memorandum of Understanding" between Minnesota (and the U.S. Government) and Ontario on forest fire fighting	x	Understanding	1942 As revised 1 January 1973

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Department of Health/ Provincial Health Offices	The Department "has sent copies of birth and death certificates of Canadian residents who die in or deliver in Minnesota" to Provincial Health offices. "Provincial offices reciprocate."
Arrowhead Center on Problem Drinking/	Canada to pay "for the cost of these services provided in Minnesota"
	Facilitation of adoption services through exchange of information at proposed biannual meetings and through proposed newsletter (Adoption Exchange of North America, ARENA). Includes North Dakota, South Dakota, Nebraska, Minnesota, Iowa, Wisconsin, Illinois, Manitoba.
Division of Game and Fish, Department of Natural Resources/	There are annual meetings of the Commission. Involved are the U.S. and Canadian Federal Governments through membership in Great Lakes Fisheries Commission. Representatives of the eight Great Lakes States (Minnesota, Wisconsin, Indiana, Illinois, Michigan, Ohio, Pennsylvania and New York) and Ontario.
Division of Lands and Forestry, Department of Natural Resources/Department of Mines and Natural Resources	Coordinative action in a "Common Zone" two mile strip on either side of border.
Division of Game and Fish, Department of Natural Resources/	
Division of Game and Fish, Department of Natural Resources/	"Accomplished by occasional informal meetings at which information is exchanged, joint investigative work planned (such as biological surveys) of fish lakes on the border, and fisheries management, including stocking and fishing seasons and regulations discussed."
Waterfowl Biologist, Department of Natural Resources/	"Sponsored by the technical section of the Mississippi Flyway Council."
Division of Lands and Forestry, Department of Natural Resources/Ministry of Natural Resources	Coordinative action in a "Common Zone" two mile strip on either side of border. Through a coordinating committee chaired by the member for the agency hosting the next biennial meeting. U.S. Forest Service, Superior National Forest is a member.

STATE OF MINNESOTA (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
"Understandings and meetings" between Minnesota <u>et al.</u> and the Canadian Provinces through the Mississippi Flyway Council		Arrangement	N.D.
"Understandings concerning fishing on the boundary waters" between Minnesota and the contiguous Canadian Provinces		Arrangement	N.D.
<u>PUBLIC SAFETY</u>			
Arrangement between Minnesota and Ontario for police radio communications between State Patrol District Headquarters, Duluth, and Provincial Police, Thunder Bay		Arrangement	About two years
Close working relation between Minnesota (and North Dakota) and Manitoba Association of Fire Chiefs		Arrangement	N.D.
"Coordinating procedures and exchange of information" between Minnesota and Ontario on criminal apprehension		Arrangement	N.D.
"Excellent relationship" and "Exchange of information" concerning fire fighting between Minnesota and Manitoba and Ontario through the Fire Marshall's Association of North America		Arrangement	N.D.
<u>TRANSPORTATION</u>			
Agreement concerning "Northwest Angle Connecting Highway" between Minnesota and Manitoba	x	Arrangement	N.D.
Arrangement between Minnesota and Manitoba on motor vehicle reciprocity	x	Understanding	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Division of Game and Fish, Department of Natural Resources/	
Division of Game and Fish, Department of Natural Resources/	Also commercial fishing regulations per Minnesota Statute 120.26.
State Patrol/	
Minnesota State Fire Marshall/	Conference held annually in autumn. 1970 in Minnesota, 1971 in Manitoba, 1972 in North Dakota, 1973 in Minnesota, 1974 in Manitoba. Manitoba Association of Fire Chiefs. University of Minnesota Fire Service Information, Research and Education Center. Canadian Fire Service.
Bureau of Criminal Apprehension/	"It is important that there be an exchange of certain criminal information. This information is exchanged through regular communication channels, and also by attendance of members of representative agencies at law enforcement meetings."
Minnesota State Fire Marshall, Department of Public Safety/Fire Commis- sioner, Manitoba/Ontario Provincial Fire Marshall	"Associations have been through semi-annual meetings of FMA". Also Canadian Association of Fire Chiefs is a member of the Minnesota State Fire Chiefs' Association and vice versa. Participants include Minnesota State Fire Chiefs Association; Chief of Winnipeg Fire Department; and Canadian Consul, Minneapolis, Minnesota.
Department of Highways/	Minnesota Law M.S.161.141 (Division of costs for operation of trans-Manitoba to connect Northwest Angle with rest of state). Agreement must be approved by U.S. Congress, U.S. Congress to pay Minnesota's share of cost.
Department of Public Safety/	

STATE OF MINNESOTA (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Arrangement between Minnesota and New Brunswick on motor vehicle reciprocity		Understanding	N.D.
Arrangement between Minnesota and Nova Scotia on motor vehicle reciprocity		Understanding	N.D.
Arrangement between Minnesota and Ontario on motor vehicle reciprocity		Understanding	N.D.
Arrangement between Minnesota and Quebec on motor vehicle reciprocity		Understanding	N.D.
Arrangement between Minnesota and Saskatchewan on motor vehicle reciprocity	x	Arrangement	N.D.
Arrangement between Minnesota and Manitoba for negotiations regarding extension of Pinecreek Landing Strip into Canada		Arrangement	1973
Cooperative planning between Minnesota and Manitoba "for re-routing traffic on trunk highways connecting the United States and Canada"		Arrangement	N.D.
"Exchange of information" between Minnesota and Manitoba concerning highways connecting the U.S. and Canada		Arrangement	N.D.
"Memorandum of agreement" between Minnesota and Ontario for Pigeon River Bridge maintenance		Arrangement	"late 1960-early 1961"

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Department of Public Safety/	Full reciprocity unless employed for passenger cars, house trailers, and motorcycles. Full reciprocity for trucks, tractors, and buses.
Department of Public Safety/	Full reciprocity for 90 days except if employed for passenger cars, house trailers, motorcycles. Full reciprocity for trucks, tractors, and buses.
Department of Public Safety/	Full reciprocity for three months even though employed, for passenger cars, house trailers, motorcycles. Buses: full reciprocity. Trucks and tractors: any vehicle or tractor-trailer combination operated by the owner transporting his own goods, may operate under a Minnesota trip permit upon payment of a fee of \$20. This permit shall be valid for a period of 5 days. All other Ontario registered vehicles not covered in the foregoing must be fully registered in accordance with Minnesota law.
Department of Public Safety/	Full reciprocity for 90 days for passenger cars, trailers, motorcycles. Farm trucks transporting dairy, creamery or cheese products: full reciprocity. (All other - full base plate)
Department of Public Safety/	
Minnesota Department of Aeronautics/	Municipal and Federal involvement (Canadian local government, District of Piney)
Highway Department/ Highway Department	"Relative to road closures during flood emergencies and coordination of routes used during spring load restrictions." ("Most border crossings in this District involve Manitoba along the International Boundary abutting Kittson and Lake of the Woods Counties")
Highway Department/ Highway Department	"Exchange of information on weather and road conditions during winter months. Although much exchange of data involves programs, road restrictions, detours and flood damage, there has also been an exchange of technical data."
Department of Highways/	"Sharing of expenses for construction and maintenance of bridge at Pigeon River."

STATE OF MINNESOTA (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
"Uniform Vehicle Registration Proration and Reciprocity Agreement" (Interstate Compact) between Minnesota <u>et al.</u> and British Columbia, and Alberta	SEE ALASKA	Understanding	Compact formed 1955; B.C. joined in 1961, Alberta in 1974

STATE OF MISSISSIPPI

<u>COMMERCE AND INDUSTRY</u> Cooperation between Mississippi and Canadian Provinces concerning licensed physicians in Canada and Mississippi reciprocity		Arrangement	N.D.
<u>ENERGY</u> Exchange of information and publications concerning geological matters between Mississippi and Quebec		Arrangement	N.D.

STATE OF MISSOURI

<u>COMMERCE AND INDUSTRY</u> Cooperation concerning securities regulations between Missouri <u>et al.</u> and Canadian Provinces through the North American Securities Administration		Arrangement	N.D.
<u>HUMAN SERVICES</u> Cooperation between Missouri <u>et al.</u> and Ontario and Canadian Provinces through the International Association of Official Human Rights Agencies		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Commissioner of Public Safety/	Interstate Compact with Acceptance Agreements and Appendices of Conditions. Interstate Compact approved by Congress. 18 other states belong.
Bureau of Licensure and Certification, Mississippi State Board of Health/ Provincial Licensing Boards	Communications "as the need arises in connection with physicians who are licensed in Canada and wish to reciprocate to Mississippi. Follow-up as to a physician's standing with the Province in which he is licensed and with the Medical Council of Canada is routinely done."
Mississippi Geological Survey/Quebec Department of Natural Resources	Also with the Canada Geological Survey.
Securities Division, Missouri Office of the Secretary of State/	"A member of a Canadian Province is also a member of this organization."
Missouri Commission on Human Rights/Ontario Human Rights Commission <u>et al.</u>	

STATE OF MISSOURI (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>NATURAL RESOURCES</u>			
Cooperative arrangements concerning waterfowl studies between Missouri and Canadian Provinces		Arrangement	N.D.
Cooperation concerning wildlife conservation between Missouri <u>et al.</u> and Canadian Provinces through the Mississippi Flyway Council		Arrangement	N.D.
<u>TRANSPORTATION</u>			
Reciprocity arrangement concerning motor vehicle registration between Missouri and Manitoba	x	Understanding	8 January 1959
Reciprocity arrangement concerning motor vehicle registration between Missouri and Ontario	x	Understanding	9 April 1963
Understanding concerning driver license services between Missouri and "all provinces of Canada" through a cooperative "agreement" of the American Association of Motor Vehicle Administrators	x	Understanding	22 October 1968
"Uniform Vehicle Registration Proration Reciprocity Agreement" (Interstate Compact) between Missouri <u>et al.</u> and British Columbia and Alberta	SEE ALASKA	Understanding	Compact formed 1955; Missouri joined in 1959; B.C. in 1961; Alberta in 1974.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Forest Division, Missouri Department of Conservation/	
Missouri Department of Conservation/	
Missouri Highway Reciprocity Commission and Missouri State Highway Patrol/ Manitoba Department of Public Utilities	
Missouri Highway Reciprocity Commission and Missouri State Highway Patrol/ Ontario Department of Transport	
Missouri State Highway Patrol/	AAMVA is "an association of state and province officials responsible for the administration and enforcement of motor vehicle and traffic laws in the U.S. and Canada"
Missouri Highway Reciprocity Commission and Missouri State Highway Patrol/	Interstate Compact with Acceptance Agreement and Appendices of Conditions. Interstate Compact approved by Congress. 18 other states belong.

STATE OF MONTANA

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>AGRICULTURE</u> Arrangement between Montana and "all western states" and western provinces "to discuss recent plant quarantines, plant insects and plant diseases that influence agriculture production in the respective areas"		Arrangement	N.D.
Arrangement between Montana and western states and western Canadian Provinces "to discuss recent changes in standardization laws pertaining to fresh fruit and vegetables"	x	Arrangement	N.D.
<u>COMMERCE AND INDUSTRY</u> "Co-operative Participation" in safety programs between Montana <u>et al.</u> and Canadian Provinces		Arrangement	N.D.
"Co-operation" between Montana and Canadian Provinces on apprenticeship through the Ad-Hoc Apprenticeship Committee of the International Association of Governmental Labor Officials		Arrangement	N.D.
"Reciprocal licensing" of medical doctors and architects <u>et al.</u> between Montana and Canadian Provinces		Arrangement	N.D.
Recognition of "official rulings on Canada [race] tracks" between Montana and Canadian Provinces through the National Association of State Racing Commissioners		Arrangement	N.D.
<u>EDUCATIONAL AND CULTURAL</u> Interlibrary loan arrangements between Montana <u>et al.</u> and British Columbia through membership in the Pacific Northwest Bibliographic Center	SEE ALASKA	Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Agriculture Department/ "Western Canadian plant officials"	E.g., through attendance at a Western Plant Board Conference. In addition, "occasionally contact is made to the Canadian plant official confirming various plant quarantine restrictions."
Department of Agriculture/	Through attendance at an "informal meeting of the Western Standardization Conference." Federal officials are involved.
Workmen's Compensation Division, Department of Labor and Industry/	
Department of Labor and Industry/	Cooperation is to "establish policies in regard to apprenticeship training programs." Meet at regional and annual meetings of Association.
Department of Professional and Occupational Licensing/	E.g., "Medical doctors who are graduates of a Canadian medical school approved by the Medical Council of Canada will be approved for reciprocal licensing."
Department of Professional and Occupational Licensing/	"Board of Horse Racing does recognize official rulings on Canadian tracks thru the Association."
State Library/	Center organized by the Pacific Northwest Library Association. Member libraries locate and borrow materials within the region. Four other western states belong.

STATE OF MONTANA (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>ENERGY</u>			
Arrangement between Montana and Alberta for transmittal of orders and information circulars with respect to activities adjacent to the Alberta-Montana border		Arrangement	N.D.
Exchange of "certain types of basic information" between Montana and Saskatchewan "concerning oil and gas activity in the townships adjacent to the Saskatchewan-Montana border"	x	Understanding	25 June 1965
Exchange of materials between Montana and Saskatchewan for use as "a basic research source in a study of the subsurface geology of Saskatchewan and adjacent areas"	x	Understanding	13 June 1973 29 June 1973
Understanding between Montana (and North Dakota) and Saskatchewan concerning minimum distance for wells near the International Boundary	x	Understanding	1962 14 October 1965
<u>ENVIRONMENTAL PROTECTION</u>			
Arrangement between Montana <u>et al.</u> and Alberta, Manitoba and Saskatchewan on International Technical Information Exchange Meeting(s) on Environmental Matters: Great Plains-Prairie Provinces Regions		Arrangement	N.D.
Arrangement between Montana <u>et al.</u> and British Columbia on the Pacific Northwest Pollution Control Council		Arrangement	N.D.
Exchange of information between Montana and Alberta on environmental matters		Arrangement	N.D.

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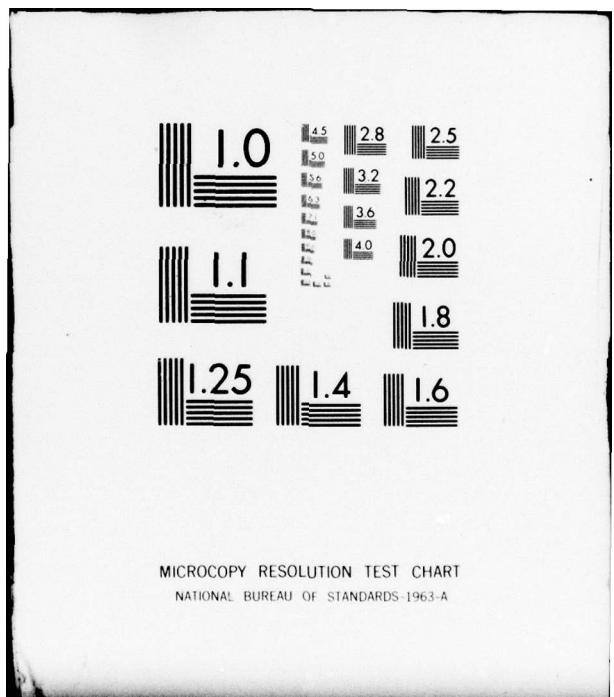
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UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Division of Oil and Gas Conservation, Department of Natural Resources/Alberta Conservation Board	
Division of Oil and Gas Conservation, Department of Natural Resources/Oil and Gas Division, Department of Mineral Resources	By exchanging copies of reports.
Montana Board of Oil and Gas/Subsurface Geological Laboratory, Department of Mineral Resources	By examination of specimens through visits and transmittal of reports.
Oil and Gas Conservation Commission/Division of Oil and Gas, Saskatchewan Department of Mineral Resources	By concurrent regulatory orders.
Department of Health and Environmental Services/	"Initial meeting held on October 30-31, 1973...yearly meetings planned." Initial meeting included representatives of Minnesota, North Dakota, Montana, Alberta, Manitoba, Saskatchewan, U.S. Environmental Protection Agency and Environment Canada.
Department of Health and Environmental Services/	"Meeting is held once a year to discuss mutual problems and solutions." Membership includes the states of Washington, Oregon, Idaho, Montana, Wyoming, and Alaska and the Province of British Columbia and the U.S. Environmental Protection Agency and the Canadian Public Health Engineering Division, Department of National Health and Welfare.
Environmental Quality Council/Alberta Environmental Conservation Authority	"Informal, ongoing exchange of publications and reports by correspondence" and informal meetings. Next meeting November 26, 1973 in Edmonton.

STATE OF MONTANA (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>MILITARY AND CIVIL DEFENSE</u>			
"Letter of Understanding" between Montana and Alberta "on Civil Emergency Planning and Co-operative Emergency Arrangements"	x	Agreement	5 November 1969
"Letter of Understanding" between Montana and British Columbia "on Civil Emergency Planning and Co-operative Emergency Arrangements"	x	Agreement	5 November 1969
"Letter of Understanding" between Montana and Saskatchewan "on Civil Emergency Planning and Co-operative Emergency Arrangements"	x	Agreement	5 November 1969
<u>NATURAL RESOURCES</u>			
Arrangement between Montana and Alberta "to coordinate the combat of forest fires"		Arrangement	N.D.
Arrangements between Montana and contiguous Canadian Provinces on division of boundary waters pursuant to regarding International Joint Commission reports on Sage Creek, Libby Dam, Milk River, and Waterton Belly		Arrangement	N.D.
Cooperation in hunter safety programs between Montana <u>et al.</u> and Canadian Provinces through the North American Association of Hunter Safety Coordinators		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Office of the Director of Civil Defense/Alberta Emergency Measures Organization	Director/Co-ordinator or their staffs to meet "as necessary to develop and update priorities and guidelines for compatible planning and emergency arrangements...". "Subject to review by Federal Authorities...where Federal interests are involved..." "All mutual Civil Defense/ Emergency Measures plans or arrangements will be submitted to the next senior level of Government for purposes of record and co-ordination."
Office of the Director of Civil Defense/Civil Defence Co-ordinator	Director/Co-ordinator or their staffs to meet "as necessary to develop and update priorities and guidelines for compatible planning and emergency arrangements...". "Subject to review by Federal Authorities...where Federal interests are involved..." "All mutual Civil Defence plans or arrangements will be submitted to the next senior level of Government for purpose of record and co-ordination."
Office of the Director of Civil Defense/Saskatchewan Emergency Measures	Director/Co-ordinator or their staffs to meet "as necessary to develop and update priorities and guidelines for compatible planning and emergency arrangements...". "Subject to review by Federal Authorities...where Federal interests are involved..." "All mutual Civil Defense plans or arrangements will be submitted to the next senior level of Government for purposes of record and co-ordination."
Montana Department of Natural Resources and Conservation, Division of Forestry/Alberta Forest Service	Cooperation in combating forest fires "particularly concerning the initial 'attack' phase," and "regular personal contacts with appropriate Canadian Forest Service officials."
Montana Department of Natural Resources and Conservation/	In the case of Sage Creek, representatives from Montana's Water Resources Division, the U.S. Geological Survey the Canadian Government made an inspection and "submitted a report of their findings and recommendations to the IJC."
Montana Department of Fish and Game/	Montana's Hunter Safety Program is involved with the Association.

STATE OF MONTANA (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Cooperation in rangeland management between Montana and Canadian Provinces through the International Society for Rangeland Management		Arrangement	N.D.
Cooperation "concerning international antelope herds between Montana and Canadian Provinces"		Arrangement	N.D.
Cooperation concerning "the exchange of information" on fisheries matters between Montana and Canadian Provinces through the Great Plains Fisheries Workers Association		Arrangement	N.D.
<u>PUBLIC SAFETY</u>			
Law enforcement cooperation between Montana and Canadian Provinces "in reference to stolen livestock or livestock transported illegally either to or from Canada"		Arrangement	N.D.
"Mutual agreement...on exchange of information" between Montana and Alberta, British Columbia and Saskatchewan on "suspected and known livestock thieves and thefts"		Arrangement	N.D.
<u>TRANSPORTATION</u>			
Letters of Understanding between Montana and Ontario concerning motor vehicle and trailer registration exemptions	x	Understanding	22 November 1961 4 December 1961 9 January 1962 16 April 1963
Letters of Understanding between Montana and Saskatchewan on commercial vehicle fee payments	x	Understanding	8 May 1962 5 July 1962 11 July 1962 30 July 1962

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Grass Conservation Bureau, Division of Conservation Districts, Montana Depart- ment of Natural Resources and Conservation/	The Bureau "contributes to the work of the Society which has Canadian members." It also assists the Foothills Forage Co-op Association of Calgary, Alberta in the initiation of a range management program.
Montana Department of Fish and Game/	"Department personnel are occasionally involved in meetings in Canada concerning international antelope herds."
Montana Department of Fish and Game/	"Montana's field personnel are involved in the Association which is an informal body holding informal meetings for the exchange of information."
	Through individual contacts and through the International Livestock Brand Conference. Conference next meets in July 1974. Other states belong to conference (e.g., Alabama will host July 1974 conference)
Registrar of Motor Vehicles/ Registrar of Motor Vehicles	Waiver of resident jurisdiction registration fees for buses and chartered trips of other units.
State Reciprocity Board/ Highway Traffic Board	Registration at half price of operators from other jurisdictions.

STATE OF MONTANA (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
"Occasional Exchanges of Correspondence" concerning "specific or general" problems or "involving exchange of information" on motor vehicle matters between Montana and Alberta, British Columbia and Saskatchewan		Arrangement	N.D.
"Reciprocity Agreement" on motor vehicles between Montana and Manitoba	x	Agreement	26 August 1970
"Uniform Vehicle Registration Proration and Reciprocity Agreement" (Interstate Compact) between Montana <u>et al.</u> and British Columbia and Alberta	SEE ALASKA	Understanding	Compact formed 1955; Montana joined 1955; B.C. in 1961; and Alberta in 1974
<u>UNCLASS IF IED/GENERAL</u>			
Occasional attendance at the Two-State Legislative (Montana-North Dakota) Conference by contiguous Canadian Provinces		Arrangement	N.D.

STATE OF NEBRASKA

<u>HUMAN SERVICES</u> Cooperation between Nebraska <u>et al.</u> and "all Provinces" through the International Association of Industrial Accident Boards and Commissions		Arrangement	Active for "59 years"
<u>NATURAL RESOURCES</u> Cooperation between Nebraska <u>et al.</u> and Alberta, Ontario and Saskatchewan through the Association of Midwest Fish and Game Law Enforcement Officers		Arrangement	1949

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Motor Vehicle Division, Department of Justice/	
Montana Motor Vehicle Reciprocity Board/The Highway Traffic and Motor Transport Board	Waiver of resident jurisdiction fees for individuals of other units engaging in interstate commerce.
Department of Highways/	Interstate Compact with Acceptance Agreements and Appendices of Conditions. Interstate Compact approved by Congress. 18 other states belong.
Montana Legislative Council/	"On occasion" contiguous border provinces invited.
Nebraska's Workmen's Compensation Court/	Annual meetings, usually in September, include "Personnel of Workmen's Compensation Agencies of all States and Provinces"
Nebraska Game, Forestation and Parks Commission/	"To encourage and develop efficient cooperative law enforcement practices," information exchange, etc. 19 states and 3 provinces are members, also U.S. Bureau of Sport Fisheries and the Canadian Wildlife Service.

STATE OF NEBRASKA (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Cooperation between Nebraska <u>et al.</u> and Alberta, Saskatchewan and Manitoba through the Great Plains Fishery Workers Association		Arrangement	1952
Cooperation between Nebraska <u>et al.</u> and Canadian Provinces through the International Association of Game, Fish and Conservation Commissioners		Arrangement	1947
"Exchanges concerning educational and information approaches" between Nebraska <u>et al.</u> and Canadian Provinces through the American Association of Conservation Information		Arrangement	N.D.
"Informal reciprocity agreement honoring Hunter Safety Course Instruction and Certification" between Nebraska <u>et al.</u> and Canadian Provinces through the North American Hunter Safety Coordinators Association		Arrangement	N.D.
<u>TRANSPORTATION</u>			
"Chartered Bus Reciprocal Understanding" between Nebraska and Saskatchewan	x	Understanding	25 March 1965 22 March 1965
"Dealer Plate Understanding" between Nebraska and Saskatchewan	x	Understanding	15 September 1970
"Full Reciprocity" concerning "Charter Bus Understanding" between Nebraska and Ontario	x	Understanding	16 June 1961
Motor vehicle "Fee Schedule Understanding" between Nebraska and Saskatchewan	x	Understanding	6 April 1965

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Nebraska Game, Forestation and Parks Commission/	"Informal discussion and exchange of ideas of fishery problems by fisheries field personnel."
Nebraska Game, Forestation and Parks Commission/	"Generally, to take all such legal and other proper action as will further the cause of maintaining an adequate supply of wildlife and other natural resources on this continent."
Nebraska Information and Education Division/	"Through association of personnel at meetings of A.A.C.I.," occurs "informal exchanges" concerning approaches, concepts, philosophies and materials.
Nebraska Information and Education Division/	
Nebraska Department of Motor Vehicles/Highway Traffic Board, Province of Saskatchewan	
Nebraska Department of Motor Vehicles/Highway Traffic Board, Province of Saskatchewan	
Nebraska Department of Motor Vehicles/Registrar of Motor Vehicles, Ontario Department of Transport	"Full reciprocity with respect to all charter coaches."
Nebraska Department of Motor Vehicles/Highway Traffic Board, Province of Saskatchewan	

STATE OF NEBRASKA (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
"Motor Vehicle Reciprocal Agreement concerning registration exemption between Nebraska and Ontario"	x	Understanding	18 August 1972
"Reciprocal Agreement on Self-Propelled Mobile Homes" between Nebraska and Alberta	x	Understanding	13 August 1970
"Uniform Vehicle Registration Proration Reciprocity Agreement" (Interstate Compact) between Nebraska <u>et al.</u> and British Columbia and Alberta	SEE ALASKA	Understanding	Compact formed 1955; Nebraska joined 1960, B.C. in 1961; and Alberta in 1974

STATE OF NEVADA

<u>COMMERCE AND INDUSTRY</u> Cooperation between Nevada <u>et al.</u> and Canadian Provinces through the International Association of Government Labor Officials		Arrangement	N.D.
<u>EDUCATIONAL AND CULTURAL</u> Interlibrary loan arrangements between Nevada <u>et al.</u> and Canadian Provinces through the American Library Association's Interlibrary Loan Code		Arrangement	N.D.
<u>HUMAN SERVICES</u> Cooperation between Nevada <u>et al.</u> and Canadian Provinces through the American Association of State Compensation Insurance Funds		Arrangement	N.D.
Cooperation between Nevada <u>et al.</u> and Canadian Provinces through the "International Association of Industrial Accident Boards and Commissions"		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Nebraska Department of Motor Vehicles/Ontario Ministry of Transportation and Communications	Reciprocal exemption from registration of commercial motor vehicles and trailers.
Nebraska Department of Motor Vehicles/Highway Traffic Board, Alberta Department of Highways and Transport	Reciprocal waiver of "payment of license or permit fees."
Nebraska Department of Motor Vehicles/	Interstate Compact with Acceptance Agreements and Appendices of Conditions. Interstate Compact approved by Congress. 18 other states belong.
Nevada Labor Commission/	
Nevada State Library/	
Nevada Industrial Commission/	"Ongoing interlibrary transactions with University of British Columbia and Vancouver British Columbia Library." The Interlibrary Loan "which specifies rules and regulations for borrowing materials from other libraries."
Nevada Industrial Commission/	Provinces of Canada are Association members.
Nevada Industrial Commission/	Provinces of Canada are Association members.

STATE OF NEVADA (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Informational exchanges and visits between Nevada and British Columbia		Arrangement	N.D.
<u>TRANSPORTATION</u> "Uniform Vehicle Registration Proration Reciprocity Agreement" (Interstate Compact) between Nevada <u>et al.</u> and British Columbia and Alberta	SEE ALASKA	Understanding	Compact formed 1955; Nevada joined 1955; B.C. in 1961; and Alberta in 1974.

STATE OF NEW HAMPSHIRE

<u>AGRICULTURE</u> Exchange of information between New Hampshire and Ontario and other Canadian Provinces concerning agriculture information		Arrangement	N.D.
<u>COMMERCE AND INDUSTRY</u> Arrangements between New Hampshire and Ontario concerning the Travel Trade Show in Ontario		Arrangement	N.D.
Relationship between New Hampshire and Quebec through the New Hampshire Vacation Travel Information Center Office in Montreal		Arrangement	N.D.
<u>EDUCATIONAL AND CULTURAL</u> Cooperation between New Hampshire and Quebec through the New Hampshire American and Canadian French Cultural Exchange Commission	x	Arrangement	29 June 1973

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Nevada Industrial Commission's Labor-Management Advisory Board and Department of Rehabilitation/ British Columbia's Workmen's Compensation Board and the British Columbia Rehabilitation Center	"By independent arrangement." Nevada officials visited British Columbia's officials to assist in the designing of Nevada's Rehabilitation Programs.
Department of Motor Vehicles/	Interstate Compact with Acceptance Agreements and Appendices of Conditions. Interstate Compact approved by Congress. 18 other states belong.
Department of Agriculture/	E.g., statistical information and dairy and sheep reports.
Division of Economic Development, Department of Resources and Economic Development/	Procedural contacts include "employee contracts, space leasing, and other services incidental to the operation."
Division of Economic Development, New Hampshire Department of Resources and Economic Development/	Composed of seven American citizens and residents of New Hampshire appointed by the Governor and Council. To "establish, maintain and develop cultural ties between French-Canadians and French-speaking Americans."

STATE OF NEW HAMPSHIRE (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Cooperation between New Hampshire and Quebec through the U.S. federally funded "Service de Liaison des programmes bilingues français-anglais"		Arrangement	N.D.
Cooperation between New Hampshire <u>et al.</u> and Quebec through the Council for the Development of French in New England (CODOFINE)	x	Arrangement	N.D.
Cooperation concerning cultural matters between New Hampshire and Quebec through the Quebec Government Bureau in Boston, Massachusetts		Arrangement	N.D.
Exchange of visits and information concerning bilingual educational programs between New Hampshire and Quebec		Arrangement	N.D.
"Informal exchange agreements" between New Hampshire and Canadian Provinces concerning reciprocal acquisition of provincial statutes and session laws		Arrangement	"Exchanges started in 1951"
<u>ENERGY</u>			
Cooperation between New Hampshire <u>et al.</u> and Quebec, New Brunswick, Nova Scotia, Prince Edward Island, and Newfoundland concerning the "development of joint energy policies" through the New England-Eastern Canadian Energy Advisory Committee	SEE MAINE	Understanding	August 1973
Cooperation between New Hampshire and Nova Scotia and Quebec on discussions of energy problems and refinery projects		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
New Hampshire Coordinator Liaison Service Unit, Title VII, ESEA Bilingual Program and New Hampshire Department of Education/	Sponsor national conference on French-English Bilingual Programs Personnel (e.g. summer 1972 one week training program, CEGEP community college of Jonquière, P.Q., Bilingual teachers from New England and Louisiana). Bilingual Education Programs Branch (of the Division of Plans and Supplementary Center, Office of Education, U.S. Department of Health, Education and Welfare).
Foreign Language Education, New Hampshire Department of Education/	"The organization, implementation, and coordination of educational and cultural activities in cooperation with Francophone agencies and institutions throughout New England."
Foreign Language Education, New Hampshire Department of Education/Quebec Government Bureau in Boston.	E.g., "plan for Institute of Canadian Studies at New Hampshire's Plymouth State College," but "plan did not materialize for lack of financial backing." Private funding sources are involved.
Foreign Language Education, New Hampshire Department of Education/Service de la Coopération avec l'Extérieur, Gouvernement du Québec	E.g., visited Quebec educational institutions in July 1970, visit to Quebec with educators of bilingual programs in April of 1971. Visits to Quebec have included educators from Louisiana, and federal representatives from U.S. Department of Health, Education and Welfare.
Law Division, New Hampshire State Library/	Also with the Supreme Court of Canada, and the Law Society of Upper Canada.
Assistant to the Governor/	Established at the August 1973 Prince Edward Island meeting of the six New England Governors and five Eastern Canadian Provinces. U.S. states include Maine, Vermont, New Hampshire, Massachusetts, Rhode Island and Connecticut.
Department of Resources and Economic Development/	E.g., Commissioner visited Nova Scotia and Quebec to "look at" refineries and discuss energy problems.

STATE OF NEW HAMPSHIRE (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>ENVIRONMENTAL PROTECTION</u> Relationship between New Hampshire and Quebec through the U.S. Geological Survey concerning stream gauges on the International Boundary		Arrangement	N.D.
<u>NATURAL RESOURCES</u> Agreement concerning fire fighting between New Hampshire <u>et al.</u> and Quebec and New Brunswick through the Northeastern Forest Fire Protection Commission (Interstate Compact)	SEE NEW YORK	Understanding	1949
Cooperation between New Hampshire and Canadian Provinces concerning "work on the restoration of Atlantic Salmon in the U.S. waters"		Arrangement	N.D.
Cooperation between New Hampshire <u>et al.</u> and Canadian Provinces through the Atlantic Flyway Council		Arrangement	N.D.
Cooperation between New Hampshire <u>et al.</u> and Canadian Provinces through the Deer Group		Arrangement	N.D.
Cooperation between New Hampshire <u>et al.</u> and Canadian Provinces through the Northeastern Section of the American Fisheries Society		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
New Hampshire Water Resources Board/	
Division of Resources Development, Department of Resources and Economic Development/	<p>"To promote effective prevention and control of forest fires among party States and with States party to other regional forest fire protection compacts." (P.L.-129, 81st Congress, approved 25 June 1949; P.L.-340, 82nd Congress, approved 13 May 1952. Includes Connecticut (1949), Maine (1949), Massachusetts (1949), New Hampshire (1949), New York, Rhode Island (1950), and Vermont (1949). Also Quebec and New Brunswick (Congressional Consent 1949). U.S. Federal through U.S. Forest Service - Northeast Area - State and Private Authority.</p>
Inland and Marine Fisheries Division, New Hampshire Fish and Game Department/	<p>"Visit their facilities in Canada to obtain ideas for our own work and invite them to visit us for consultation purposes." Contact is primarily with personnel from the St. Andrews Station of the Fisheries Research Board of Canada and from the Maritime Region, Department of Fisheries and Forestry.</p>
Game Division, New Hampshire Fish and Game Department/	<p>E.g., Atlantic Flyway Technical Section and the Diving Duck Committee and proposed Joint Atlantic Mississippi Diving Duck Committee.</p>
Game Division, New Hampshire Fish and Game Department/	<p>"Big game biologists meet annually." Canadian and U.S. Wildlife Services are relevant.</p>
Inland and Marine Fisheries Division, New Hampshire Fish and Game Department/	<p>"Formal annual meetings with the site in a different state or province each year. These meetings are combined with similar groups concerned with wildlife management, conservation, law enforcement, and conservation administration information and education."</p>

STATE OF NEW HAMPSHIRE (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Cooperation between New Hampshire <u>et al.</u> and Nova Scotia, New Brunswick, Prince Edward Island and Ontario through the Atlantic Waterfowl Council		Arrangement	N.D.
Cooperation between New Hampshire <u>et al.</u> and Ontario, Quebec, New Brunswick, Prince Edward Island and Newfoundland through the Atlantic Flyway Cooperative Waterfowl Banding Program.		Arrangement	Since 1965 "a continuing project"
Cooperation between New Hampshire <u>et al.</u> and Ontario, Quebec, New Brunswick, Nova Scotia, Prince Edward Island, and Newfoundland through the Northeastern Forest Pest Council	SEE VERMONT	Arrangement	Established in June, 1939
Cooperation concerning fire fighting between New Hampshire <u>et al.</u> and Quebec and New Brunswick through the five committees (Equipment, Fire Prevention, Legislative, Technical, and Training Team) of the Northeastern Forest Fire Protection Commission		Understanding	1949
Cooperation including informational correspondence and visits between New Hampshire <u>et al.</u> and Canadian Provinces concerning wildlife conservation of deer, moose, grouse, woodcock, etc.		Arrangement	N.D.
Cooperative arrangements and exchange of visits between New Hampshire and New Brunswick and Nova Scotia concerning survey techniques, data compilations, and detection of forest diseases		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Game Division, New Hampshire Fish and Game Department/	<p>"Meet in technical sessions from which Fish and Game Department Directors receive data on which to base decisions." States include: Connecticut, New York, New Jersey, Pennsylvania, Delaware, West Virginia, Maryland, Virginia, North Carolina, South Carolina, Georgia, Florida, U.S. Bureau of Sports Fisheries & Wildlife, Canadian Wildlife Service. (Other groups include the Wildlife Society and the Wildlife Management Institute; and Ducks Unlimited).</p>
Game Management and Research Division, New Hampshire Fish and Game Department/	<p>Operation of over 40 pre-season banding stations in Eastern Canada "to determine population dynamic of selected waterfowl species in Eastern Canada for formulating waterfowl harvest regulations in the Atlantic Flyway." U.S. and Canadian Wildlife Services, the Wildlife Management Institute, and various private agencies."</p>
Division of Resource Development, Department of Resources and Economic Development/	<p>"Gives all chance to get together informally, discuss problems and solutions, mostly forestry but other pests too, issue statements for economic use of pesticides."</p>
Division of Resources Development, Department of Resources and Economic Development/	<p>"To promote effective prevention and control of forest fires among party States and with States party to other regional forest fire protection compacts." (P.L.-129, 81st Congress, approved 25 June 1949; P.L.-340, 82nd Congress, approved 13 May 1952. Includes Connecticut (1949), Maine (1949), Massachusetts (1949), New Hampshire (1949), New York, Rhode Island (1950), and Vermont (1949). Also Quebec and New Brunswick (Congressional Consent 1949). U.S. Federal through U.S. Forest Service - Northeast Area - State and Private Authority.</p>
Game Division, New Hampshire Fish and Game Department/	<p>E.g., New Hampshire requesting information on how the Provinces record deer grids, long-term trends in grouse populations, and the woodcock re human consumption.</p>
Division of Resource Development, Department of Resources and Economic Development/	<p>E.g., specialists from New Brunswick spent 3-4 days in New Hampshire's North Country re disease detection.</p>

STATE OF NEW HAMPSHIRE (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
"Informal agreement" between New Hampshire and Canadian Provinces "concerning pathological examination of live fish between the state-provinces"		Arrangement	N.D.
<u>TRANSPORTATION</u> Cooperation between New Hampshire <u>et al.</u> and Quebec, New Brunswick, Nova Scotia, Prince Edward Island, and Newfoundland concerning the "development of joint transportation policies" through the New England, Eastern Canadian Transportation Advisory Committee	SEE MAINE	Understanding	August 1973

STATE OF NEW JERSEY

<u>EDUCATIONAL AND CULTURAL</u> Information exchange between New Jersey and Canadian Provinces concerning "various educational programs and studies of interest"		Arrangement	N.D.
<u>ENERGY</u> "Understanding" between New Jersey and Canadian Provinces "for the complimentary exchange of publications"		Arrangement	N.D.
<u>HUMAN SERVICES</u> Arrangement between New Jersey and "all Canadian Provinces" through the Adoption Resource Exchange of North America		Arrangement	N.D.
Cooperation between New Jersey and Canadian Provinces through the American Public Welfare Association		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Inland and Marine Fisheries Division, New Hampshire Fish and Game Department/	"Any shipment requires certification that the fish are disease-free. Rather than have samples shipped here for examination we accept the report of designated pathologists in the province and we provide the same service for them."
Aide to the Governor/	Established at the August 1973 Prince Edward Island meeting of the six New England Governors and five Eastern Canadian Provinces. U.S. states include Maine, Vermont, New Hampshire, Massachusetts, Rhode Island and Connecticut.
New Jersey Department of Education/	"Interested in establishing more frequent contacts and exchanges with our counterparts in the Canadian provinces."
Bureau of Geology and Topography/	Also with Canadian Federal Survey.
Division of Public Welfare, Department of Institutions and Agencies/	
Division of Public Welfare, New Jersey Department of Institutions and Agencies/	

STATE OF NEW JERSEY (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>NATURAL RESOURCES</u>			
Cooperation between New Jersey <u>et al.</u> and Maritime Provinces concerning wildlife conservation through the Atlantic Flyway Council		Arrangement	N.D.
Cooperation between New Jersey <u>et al.</u> and Canadian Provinces concerning wildlife conservation through the Northeast Association of Fish, Game and Conservation Commissioners		Arrangement	N.D.
<u>TRANSPORTATION</u>			
Cooperation between New Jersey <u>et al.</u> and Canadian Provinces through the American Association of Motor Vehicle Administrators		Arrangement	N.D.
Cooperation between New Jersey <u>et al.</u> and Canadian Provinces through the Association of Highway Officials of the North Atlantic States		Arrangement	N.D.
"Letter of understanding" between New Jersey and British Columbia on motor vehicles	x	Understanding	23 July 1969
"Letter of understanding" between New Jersey and Quebec on motor vehicles	x	Understanding	23 August 1972
Reciprocity between New Jersey and "Canada" in motor vehicle violation information		Arrangement	N.D.
"Reciprocity" between New Jersey and Ontario on motor vehicles	x	Understanding	26 August 1966, 6 September 1966
"Reciprocity Agreement concerning commercial vehicles" between New Jersey and Manitoba	x	Agreement	8 June 1970

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Division of Fish, Game and Shell Fisheries, Department of Environmental Protection/	"Work with the various Maritime Provinces as well as the East Coast States to develop and implement program designed to manage our waterfowl resource."
Division of Fish, Game and Shell Fisheries, Department of Environmental Protection/	"Work together administratively, on matters relating to fish and wildlife problems in the northeast region."
New Jersey Department of Transportation/	
New Jersey Department of Transportation/	"Continuing dialogue on matters of mutual interest."
Bureau of Motor Carriers/ Department of Commercial Transport	"The Maritime Canadian Provinces also are represented in that organization."
Division of Motor Vehicles/ Department of Transport	Arrangement made at meeting in Miami.
Division of Motor Vehicles/	"New Jersey's Point System Regulation makes specific mention of reciprocity with Canada. This refers to exchange of information between New Jersey and Canada concerning moving motor vehicle violations committed in one jurisdiction by a resident of the other jurisdiction."
Division of Motor Vehicles/ Department of Transport	Exemption from displaying resident license plates.
Division of Motor Vehicles/ The Highway Traffic and Motor Transport Board	

STATE OF NEW JERSEY (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
"Reciprocity Arrangements" between New Jersey and Alberta on motor vehicles	x	Agreement	1 September 1967

STATE OF NEW MEXICO

<u>COMMERCE AND INDUSTRY</u> Cooperation on securities matters between New Mexico and Canadian Provinces through the North American Securities Administrators Association		Arrangement	N.D.
<u>HUMAN SERVICES</u> "Reciprocal Enforcement of Support Agreement" between New Mexico and British Columbia	x	Understanding	13 December 1971
<u>TRANSPORTATION</u> "Reciprocity Agreements" concerning motor vehicles between New Mexico and Canadian Provinces		Arrangement	N.D.
"Uniform Vehicle Registration Proration Reciprocity Agreement" (Interstate Compact) between New Mexico <u>et al.</u> and British Columbia and Alberta	SEE ALASKA	Understanding	Compact formed 1955; New Mexico joined in 1955; B.C. in 1961, and Alberta in 1974.

	UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
	Division of Motor Vehicles/ Minister of Highways	Representatives to "formulate regulations governing the issuance of permits and method of identification of the excepted vehicles."
	Commission of Securities, New Mexico Department of Banking/	Association includes all U.S. states, all provinces and territories in Canada and Mexico. "Canadian members are quite active and serve on the various committees."
	New Mexico Health and Social Services Department/	"To facilitate the enforcement in British Columbia of maintenance orders made in other jurisdictions" and vice versa.
	Reciprocity Commission, New Mexico Motor Trans- portation Department/	Interstate Compact with Acceptance Agreements and Appendices of Conditions. Interstate Compact approved by Congress. 18 other states belong.
	Reciprocity Commission, New Mexico Motor Transportation Department/	

STATE OF NEW YORK

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>COMMERCE AND INDUSTRY</u>			
Arrangements between New York and Quebec concerning the promotion of tourism through the New York tourist office in Montreal		Arrangement	N.D.
Cooperation between New York <u>et al.</u> and Canadian Provinces concerning insurance matters through the National Association of Insurance Commissioners		Arrangement	N.D.
Exchange of information and visits concerning consultations on insurance problems between New York and Ontario and Quebec		Arrangement	N.D.
Exchange of information between New York and Canadian Provinces on engineering and land surveying information		Arrangement	N.D.
<u>EDUCATIONAL AND CULTURAL</u>			
Arrangement between New York and Canadian Provinces for exchange of legal and government documents		Arrangement	N.D.
<u>ENERGY</u>			
Arrangement between New York and Ontario and Quebec on the St. Lawrence Power Project	x	Arrangement	N.D.
Arrangement between New York and Ontario on the Niagara Power Project		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
New York State Department of Commerce/	Operates a Montreal, Quebec, Canada Office "to promote tourism in New York State."
New York State Department of Insurance/	"Cooperative activity is often effected" through Association contacts. Association consists of "the commissioner of Insurance (or comparable official) of each state, territory, or consular possession of the U.S. The Superintendents of Insurance of the Provinces of Canada are eligible to participate in all meetings of the NAIC without the power to vote."
New York State Department of Insurance/Ontario Ministry of Consumer and Commercial Relations/Quebec Department of Financial Institutions	Consultations (e.g., Quebec in December 1972, Ontario in October 1973) concerning complaint bureau procedures and insurance research sources.
State Board for Engineering and Land Surveying/ Provincial Licensing Council	Meet occasionally to exchange information, phone calls to verify Canadian licenses of those seeking New York permits.
Gift and Exchange Sections, New York State Library/	Also with Federal Government organizations.
Power Authority of the State of New York/Ontario Hydro and Hydro Quebec	Joint control of water flow through hourly communication and coordination of interconnected transmission operation and maintenance in frequent contact by telephone and in meetings of various power related committees.
Power Authority of the State of New York/Ontario Hydro	Joint control of water flow through hourly communication and coordination of interconnected transmission operation and maintenance in frequent contact by telephone and in meetings of various power related committees.

STATE OF NEW YORK (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Cooperation between New York and Ontario and Quebec through the International St. Lawrence River Board of Control (of the International Joint Commission)		Arrangement	N.D.
Cooperation between New York and Ontario and Quebec through the Operations Advisory Board of the International St. Lawrence River Board of Control (of the International Joint Commission)		Arrangement	N.D.
Cooperation between New York and Ontario and Quebec through the Working Committee of the International St. Lawrence River Board of Control (of the International Joint Commission)		Arrangement	N.D.
<u>ENVIRONMENTAL PROTECTION</u>			
Arrangement between New York and Ontario "to discuss mutual air pollution problems"		Arrangement	N.D.
Cooperation between New York (and Vermont) and Quebec through the International Richelieu-Champlain Engineering Board (of the International Joint Commission)		Arrangement	N.D.
Cooperation between New York <u>et al.</u> and Ontario and Quebec through the Great Lakes Water Quality Board		Arrangement	15 April 1972

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Power Authority of the Staff of New York/Hydro-Electric Power Commission of Ontario/Hydro-Quebec Electric Commission	Board consists of four senior Canadian and four U.S. Members, and is "charged with regulating Lake Ontario and the flows of the St. Lawrence to meet criteria established by the IJC and approved by the two governments. The Board meets as many as six times a year and there are almost daily written and telephonic consultations among the members." (IJC Docket #68, St. Lawrence River Power Project Application). Also U.S. Army Corps of Engineers, North Central Division; Section of Inspections, Federal Power Commission/Marine Aids and Waterways Development Branch, Ministry of Transport; Inland Waters Directorate, Environment Canada
Power Authority of the State of New York/	Group consists of five engineers actively engaged in operations on the river, three from Canadian entities and two from U.S. agencies.
Power Authority of the State of New York/	Assists the St. Lawrence River Board of Control with eight-man Working Committee (four from each country) who conduct technical studies of the Board.
Division of Air Resources, Department of Environmental Conservation/Air and Land Pollution Control Division, Ministry of the Environment	"Holds periodic informal meetings."
Division of Water Management and Planning, Department of Environmental Conservation/Hydraulic Development Service Quebec Department of Natural Resources	"Board submits semi-annual progress reports to the Commission at the April and October semi-annual meetings" (IJC Docket #98, Richelieu-Champlain Levels Reference). U.S. Army Corps of Engineers (New York District). New England River Basins Commission. Canadian units include Environment Canada, Department of Indian and Northern Affairs, and COCQUAIR (OPDQ).
Deputy Commissioner, Department of Environmental Conservation/Ontario Department of the Environment/Quebec Department of Quality of the Environment.	U.S.-Canada Great Lakes Water Quality Agreement of 15 April 1972 directs International Joint Commission to establish the Great Lakes Water Quality Board. Representatives of the eight Great Lakes States (Minnesota, Wisconsin, Indiana, Illinois, Michigan, Ohio, Pennsylvania, and New York) and Ontario and Quebec, and the two Federal Governments.

STATE OF NEW YORK (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Cooperation between New York <u>et al.</u> and Ontario and Quebec through the "Advisory Committee to the Great Lakes Water Quality Board"		Arrangement	15 April 1972
Cooperation between New York <u>et al.</u> and Ontario through the "Reference Group to Study Pollution in the Great Lakes System From Agricultural, Forestry and Other Land Use Activities" (Land Drainage Reference Group)		Arrangement	15 April 1972
Cooperation on water matters between New York <u>et al.</u> and Canada through the Great Lakes Basin Commission Compact (Interstate Compact) creating the Great Lakes Commission		Arrangement	1955
<u>HUMAN SERVICES</u>			
Arrangement between New York and Canadian Provinces through the International Association of Governmental Labor Officials		Arrangement	N.D.
Arrangement between New York and Canadian Provinces through the International Association of Industrial Accident Board Commissioners		Arrangement	N.D.
Arrangement between New York and "the various provinces for return of runaway juveniles"		Arrangement	N.D.
Arrangements concerning "informal" information exchange and "courtesy" supervision of probationers between New York and "various provinces"		Arrangement	N.D.
Arrangements concerning workmen's compensation hearings and physical examinations between New York and Canadian Provinces		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
New York Department of Environmental Conservation/	
Director, Environmental Quality Research and Development Unit, Department of Environmental Conservation/Ontario Ministry of the Environment	Reference Groups established by the Great Lakes Water Quality Board. Representatives of Michigan, Indiana, Minnesota, New York, Wisconsin, Ohio, Pennsylvania, and Ontario, and the two Federal Governments.
New York Department of Environmental Conservation/	Great Lakes Commission is "an advisory and recommendatory agency to the States on regional water resource matters." Great Lakes Commission Compact originally planned Canadian participation by Canadian Provinces. But 1968 PL90-419 excluded it due to formal foreign policy considerations. However, congressional action endorsed informal contacts. Includes: Illinois, Indiana, Michigan, Minnesota, New York, Ohio, Pennsylvania and Wisconsin.
Department of Labor/	
Workmen's Compensation Board/	
Division of Youth, Executive Department/	Contacts "have been of informal nature."
Division of Probation/ Provincial Probation Officer	Concerning courtesy supervision of probationers and requests for pre-sentence information (joint Probation Conference in early 1960s)
Workmen's Compensation Board/	"Hearings Held in Canada" at request of New York Board. This also applies to a physical examination where the claimant is in Canada and Canadian Board designates examining physician. District office also provides reciprocal services.

STATE OF NEW YORK (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
"Reciprocal relations" between New York and Canada concerning volunteer firemen's benefits		Arrangement	N.D.
Understanding between New York and British Columbia on "Reciprocal Enforcement of Maintenance Order"	x	Understanding	15 May 1969
Understanding between New York and Manitoba on "Reciprocal Enforcement of Maintenance Orders"	x	Understanding	28 August 1969
Understanding between New York and Ontario on "Reciprocal Enforcement of Maintenance Orders"		Understanding	N.D.
<u>NATURAL RESOURCES</u>			
Agreement concerning fire fighting between New York <u>et al.</u> and Quebec and New Brunswick through the Northeastern Forest Fire Protection Commission (Interstate Compact)	x	Understanding	1949 New York joined in 1949; Quebec in 1970; New Brunswick in 1970.
Cooperation between New York and Ontario through the "Coordinated Lamprey Control Program - Lake Ontario" of the Great Lakes Fisheries Commission		Arrangement	1955

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Workmen's Compensation Board/	New York's Volunteer Firemen's Benefit Law refers to reciprocal relations between volunteer firemen companies in New York State and Canada. (Section 5, Subdivision 1-d,e,1 and Section 21, Subdivision 1 and 2).
Department of Social Services/Attorney General	Reciprocal laws make provision for enforcement of support for dependent wives and children between Canadian Provinces and New York (Title 3-A of the New York Domestic Relations Law). Local Social Services Commissioners and county attorneys upstate, the New York City Corporation Counsel and the Family courts utilize these laws.
Department of Social Services/Attorney General	Reciprocal laws make provision for enforcement of support for dependent wives and children between Canadian Provinces and New York (Title 3-A of the New York Domestic Relations Law). Local Social Services Commissioners and county attorneys upstate, the New York City Corporation Counsel and the Family courts utilize these laws.
Department of Social Services/	Reciprocal laws make provision for enforcement of support for dependent wives and children between Canadian Provinces and New York (Title 3-A of the New York Domestic Relations Law). Local Social Services Commissioners and county attorneys upstate, the New York City Corporation Counsel and the Family courts utilize these laws.
Division of Lands and Forests, New York State Department of Environmental Conservation/	"To promote effective prevention and control of forest fires among party States and with States party to other regional forest fire protection compacts (P.L.-129, 81st Congress, approved 25 June 1949; P.L.-340, 82nd Congress, approved 13 May 1952. Includes Connecticut (1949), Maine (1949), Massachusetts (1949), New Hampshire (1949), New York, Rhode Island (1950) and Vermont (1949). Also Quebec and New Brunswick (Congressional consent 1949). U.S. Federal through U.S. Forest Service - Northeast Area - State and Private Authority.
Great Lakes Fisheries Section, New York State/	"Lamprey control operations are carried out on both sides of the border by special control units within the U.S. Bureau of Sport Fisheries and Wildlife and the Canadian Department of Environment. At times Canadian units work on New York waters, and federal units may work on Ontario waters, depending on the most efficient scheduling of the units' field programs. Special permits or agreements are obtained from the state or Provincial agency, providing permission for the control units to operate outside of their normal boundaries."

STATE OF NEW YORK (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Cooperation between New York and Ontario through the Lake Ontario and Lake Erie Committees of the Great Lakes Fisheries Commission		Arrangement	1955
Cooperation between New York <u>et al.</u> and Canadian Provinces through the "Great Lakes Fishery Commission Disease Control Committee" of the Great Lakes Fisheries Commission		Arrangement	25 October 1973 ("organizational meeting was held to formally convene this Committee")
Cooperation between New York <u>et al.</u> and Ontario through "the Great Lakes Fisheries Commission"		Arrangement	1955
Cooperation concerning fire fighting between New York <u>et al.</u> and Quebec and New Brunswick through the five Committees (Equipment, Fire Prevention, Legislative, Technical and Training Team) of the North-eastern Forest Fire Protection Commission		Understanding	1949 New York joined in 1949; Quebec in 1970; New Brunswick in 1970.
Informal cooperation between New York and Canada concerning wildlife conservation		Arrangement	N.D.
<u>PUBLIC SAFETY</u>			
Arrangement between New York and Ontario on fire-fighting training		Arrangement	N.D.
Arrangement between New York and Quebec on fire-fighting training		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Great Lakes Fisheries Section, New York State Department of Environmental Conservation/	"Formal exchange of information and other appropriate correspondence, arranging, programming, planning and coordinating procedures."
Great Lakes Fisheries Section, New York State Department of Environmental Protection/	"To prevent or control the spread of fish diseases within the Great Lakes drainage basin." U.S. Department of Interior.
Great Lakes Fisheries Section, New York State Department of Environmental Protection/Division of Fish and Wildlife, Ontario Ministry of Natural Resources	"Annual meetings of the Commission." U.S. and Canadian Federal Governments through membership in the Great Lakes Fisheries Commission. Representatives of the eight Great Lakes States (Minnesota, Wisconsin, Indiana, Illinois, Michigan, Ohio, Pennsylvania, and New York) and Ontario (U.S. Federal agencies include Bureau of Sport Fisheries and Wildlife under the Department of Interior, National Marine Fisheries Service under NOAA, and Department of State. Canadian federal agencies include Department of Environment).
Division of Lands and Forests, New York State Department of Environmental Conservation/	"To promote effective prevention and control of forest fires among party States and with States party to other regional forest fire protection compacts." (P.L.-129, 81st Congress, approved 25 June 1949; P.L.-340, 82nd Congress, approved 13 May 1952. Includes Connecticut (1949), Maine (1949), New Hampshire (1949), Massachusetts (1949), New York, Rhode Island (1950) and Vermont (1949). Also Quebec and New Brunswick (Congressional consent 1949). U.S. Federal through U.S. Forest Service - Northeast Area - State and Private Authority
Department of Environmental Conservation/	"Casual and occasional relationship" between New York and Canadian conservation authorities.
Division of Fire Safety/ Ontario Fire College	Regular attendance at "annual Emergency Fire Service Co-ordinators Planning Conference at the Ontario Fire College, often lecturing and participating in the conduct of command post exercises" and taking courses.
Division of Fire Safety/	

STATE OF NEW YORK (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Arrangement between New York and Ontario through the Eastern Ontario Police Association		Arrangement	N.D.
Exchange of "Information and Aid" between New York and Canada on release of Canadian prisoners on parole		Arrangement	N.D.
Exchange of information between New York and Canadian Provinces on budget matters		Arrangement	N.D.
Exchange of information between New York and Ontario on legislative organization		Arrangement	N.D.
Working agreements between New York and Quebec on exchange of law enforcement information and assistance		Arrangement	"Ongoing"
"Understanding between New York and Ontario "with respect to mutual operations" and "operational planning" on fire-fighting		Arrangement	"Developed in the 1950s"
"Working Agreements" between New York and Ontario on exchange of law enforcement information and assistance		Arrangement	"Ongoing"

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
New York State Police/ Interstate Bureau, Department of Correctional Services/	<p>"Members of the New York State Police regularly attend formal meetings of the Eastern Ontario Police Association and discuss mutual police problems. These meetings are generally held in the Brockville area."</p>
Division of the Budget, Executive Department/	<p>New York Board of Parole 'may grant a request for repatriation when it feels that it would be to the interest of all concerned ...We do not supervise these individuals nor does Canada.' Also "co-operation and courtesy is extended where possible... This would normally cover such areas as advising each other of Repatriation and Deportation cases, request for background information and possible sources of aid to clients being served."</p>
Standing Committee Central Staff, New York Assembly/ Ontario Commission on the Legislature	<p>By visits and exchange of reports.</p>
New York State Police/ Quebec Provincial Police	<p>"Working agreements...are limited to those which assist departments of both countries to carry out their appropriate law enforcement responsibilities. Contacts are made on a continuing basis and include such things as Motor Vehicle Datas, Criminal Record checks and Emergency notifications of individuals...any member...might contact a like member in a Canadian organization in pursuit of his job assignments." "All such contacts are informal and on a continuing basis within the area of police investigations and related areas."</p>
Office of Local Government Chief of Fire Service (and Rescue)/Office of Fire Marshall	<p>"Exchange information regarding operations, training, communications and related technical matters. Hose thread adaptions have been distributed in kits to selected border crossing points, should large-scale mutual aid be requested."</p>
New York State Police/ Ontario Provincial Police	<p>"Working agreements...are limited to those which assist departments of both countries to carry out their appropriate law enforcement responsibilities. Contacts are made on a continuing basis and include such things as Motor Vehicle Data, Criminal Record checks and Emergency notifications of individuals...any member...might contact a like member in a Canadian organization in pursuit of his job assignments." "All such contacts are informal and on a continuing basis within the area of police investigations and related areas." Also with federal and municipal police forces.</p>

STATE OF NEW YORK (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>TRANSPORTATION</u>			
Cooperation between New York and Canadian Provinces through the American Association of Motor Vehicle Administrators		Arrangement	N.D.
Cooperation between New York and Ontario through the U.S.-Canada Bridge-Tunnel Operators concerning the Buffalo and Fort Erie Public Bridge Authority, the Ogdensburg Bridge Authority, the Seaway International Bridge, and the Thousand Island Bridge Authority		Arrangement	N.D.
Cooperation between New York and Ontario through the Niagara Falls Bridge Commission	x	Arrangement	1938
"Mirror" reciprocity between New York and Canadian Provinces on registration and equipment of motor vehicles	x	Arrangement	N.D.
"Informal relationships" between New York and Canadian Provinces for exchange of information on motor vehicles matters		Arrangement	N.D.
<u>UNCLASSIFIED/GENERAL</u>			
Arrangement between New York and Ontario through the St. Lawrence-Eastern Ontario Commission		Arrangement	N.D.
Exchange of visits and information between New York and Canadian Provinces covering operating procedures		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Department of Motor Vehicles/	Association includes "those agencies both in the U.S. and Canada charged with the responsibility of motor vehicle administration and highway safety." Relation with Canadian Provinces "are generally carried out through that organization and generally relate to the development of uniform administrative practices in the various aspects of motor vehicle administration."
Niagara Falls Bridge Commission/	Commission consists of four members appointed by New York, and four by Ontario. U.S-Canada Bridge-Tunnel Operators Association.
Department of Motor Vehicles/	New York honors provincial registrations to the extent that provinces reciprocate. Also with other U.S. states.
Department of Motor Vehicles/	"Through participation in conferences and the day-to-day kinds of contacts which occur between people who are in the same business."
Office of Planning Services/	"New York State Sea Grant Program involves efforts on the part of the St. Lawrence-Eastern Ontario Commission...The Province of Ontario sends representatives to meet with the ...Commission staff to advise concerning the impact on Ontario of studies carried out under the program." Also, the Commission, "on a continuing basis, co-ordinates its informational/educational efforts with officials of the Province of Ontario."
Office of General Services, New York State Executive Department/	"Have had occasion to meet and correspond..regarding certain of our operations for informational purposes, and have compared operating procedures regarding building construction codes, parking methods at institutions and facilities, etc."

STATE OF NORTH CAROLINA

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>COMMERCE AND INDUSTRY</u> Relationship between North Carolina and Ontario concerning the operation of a North Carolina "Travel and Promotion Office" in Toronto		Arrangement	December 1973
<u>HUMAN SERVICES</u> Cooperation between North Carolina and Canadian Provinces concerning service cases involving "inter-state placement of children where adoption procedures are involved"		Arrangement	N.D.
<u>NATURAL RESOURCES</u> Arrangements between North Carolina and Quebec concerning the "possibility of utilization" of Quebec "fire control aircraft"		Arrangement	N.D.
<u>TRANSPORTATION</u> "Agreement of Understanding" between North Carolina and Ontario "to allow the free movement of commercial vehicles"	x	Agreement	1 January 1973
Cooperation between North Carolina <u>et al.</u> and Canadian Provinces through the American Association of Motor Vehicle Administrators		Arrangement	N.D.
"License plate reciprocity - private passenger vehicles" between North Carolina and Alberta, British Columbia, Manitoba, New Brunswick, Newfoundland, Nova Scotia, Ontario, Prince Edward Island, Quebec, and Saskatchewan		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Travel and Promotion Division, North Carolina Department of Natural and Economic Resources/	'General counselling service and public relations "to make Canadians in Eastern Canada more aware of the travel delights of North Carolina." Canadian public, media and private travel business involved.'
Division of Social Services, North Carolina Department of Human Resources/	
North Carolina Forest Service, Department of Natural and Economic Resources/Quebec Conserva- tion Branch	'A limited correspondence has been carried on exploring the possibility of utilizing the Canadian CL-215 air tanker in North Carolina during "Quebec's off season." Salesmen representing the corporations that manufacture the CL-215 air tanker have contacted us last year promoting that aircraft, is beyond (North Carolina'a) financial responsibility."
Registration Division, North Carolina Department of Motor Vehicles/Ontario Department of Transportation and Communications	
North Carolina Department of Motor Vehicles/	Membership in Association includes motor vehicle administrators from all of the States and Canadian Provinces. Various workshops held during the year in addition to an annual convention which Canadian representatives "actively participate in."
Registration Division, North Carolina Department of Motor Vehicles/	

STATE OF NORTH CAROLINA (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
"Reciprocity Arrangement" between North Carolina and Alberta concerning "the payment of motor vehicle privilege license fees"	x	Agreement	29 November 1954
"Reciprocal Agreement" between North Carolina and Quebec concerning "the payment of motor vehicle privilege license fees"	x	Agreement	19 August 1969
"Reciprocity" concerning motor vehicles between North Carolina and New Brunswick		Arrangement	4 August 1959
"Reciprocity" concerning motor vehicles between North Carolina and Nova Scotia		Arrangement	4 August 1959
"Reciprocity" concerning motor vehicles between North Carolina and Prince Edward Island		Arrangement	11 September 1959

STATE OF NORTH DAKOTA

<u>COMMERCE AND INDUSTRY</u> Co-operative relationship between North Dakota <u>et al.</u> and the Canadian Provinces concerning regulation of securities through membership in the North American Securities Administrators Association		Arrangement	N.D.
<u>ENERGY</u> Understanding between North Dakota (and Montana) and Saskatchewan concerning minimum distance for wells near the International Boundary.	SEE MONTANA	Understanding	1962 14 October 1965

	UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
	<p>Registration Division, North Carolina Department of Motor Vehicles/Alberta Department of Highways</p> <p>Registration Division, North Carolina Department of Motor Vehicles/Quebec Department of Transportation and Communications</p> <p>Registration Division, North Carolina Department of Motor Vehicles/</p> <p>Registration Division, North Carolina Department of Motor Vehicles/</p> <p>Registration Division, North Carolina Department of Motor Vehicles/</p>	<p>North Carolina "highway use questionnaire."</p> <p>North Carolina "highway use questionnaire."</p> <p>North Carolina "highway use questionnaire."</p>
	<p>Commissioner of Securities/ Security Regulators</p> <p>North Dakota Geological Survey/Division of Oil and Gas, Saskatchewan Department of Mineral Resources</p>	<p>"We work together on mutual problems. The relationship continues from year to year and we meet at least once a year for a working convention." Includes 50 states, Mexico and Puerto Rico.</p> <p>By concurrent regulatory orders.</p>

STATE OF NORTH DAKOTA (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>ENVIRONMENTAL PROTECTION</u>			
Arrangement between North Dakota <u>et al.</u> and Alberta, Manitoba, and Saskatchewan on International Technical Information Exchange Meeting(s) on Environmental Matters Great Plains-Prairie Provinces Regions		Arrangement	N.D.
Cooperation on water pollution of the Red River between North Dakota (and Minnesota) and Manitoba through the Red River Water Pollution Board (IJC)		Arrangement	N.D.
Cooperation on water pollution of the Souris River between North Dakota and Manitoba and Saskatchewan through the International Souris River Board of Control (IJC)		Arrangement	N.D.
<u>HUMAN SERVICES</u>			
"Correspondence" between North Dakota and Manitoba "regarding inter-country adoptive placement of children"		Arrangement	N.D.
"Dealings have been under mutual understanding" between North Dakota and Canadian Provinces concerning parole problems		Arrangement	N.D.
Exchange of information on adoption between North Dakota <u>et al.</u> and Manitoba through the Midwest Adoption Facilitating Service	SEE MINNESOTA	Arrangement	1967
"Informal Agreement" concerning notification of "Outbreaks of Communicable Diseases which Require Epidemiological Investigations" between North Dakota and Manitoba		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
	<p>"Initial meeting held on October 30-31, 1973...yearly meetings planned." Initial meeting included representatives of Minnesota, North Dakota, Montana, Alberta, Manitoba, Saskatchewan, U.S. Environmental Protection Agency and Environment Canada.</p>
	<p>Meets twice a year. U.S. and Canadian Federal Governments belong.</p>
State Water Commission /	<p>"Meets twice yearly to review river flow conditions, snow cover and potential run-off." U.S. and Canadian Federal Governments belong.</p>
Services for Children and Youth, Social Services Board /Co-ordinator of Adoption Services, Department of Health and Social Development	<p>"All placements have been from Canada to North Dakota."</p>
Parole Department/Provincial Police Agencies	<p>R.C.M.P. also relevant.</p>
Services for Children and Youth, Social Services Board /Department of Health and Social Services	<p>Facilitation of adoption services through exchange of information at proposed biannual meetings and through proposed newsletter. (Adoption Exchange of North America, ARENA). North Dakota, South Dakota, Nebraska, Minnesota, Iowa, Wisconsin, Illinois, Manitoba are involved.</p>
Division of Disease Control, State Department of Health/	<p>Reciprocal notification of disease outbreak.</p>

STATE OF NORTH DAKOTA (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
"Informal Agreement" concerning the control of venereal disease between North Dakota and Manitoba and Saskatchewan	x	Arrangement	N.D.
<u>MILITARY AND CIVIL DEFENSE</u>			
Numerous "informal arrangements" between North Dakota and Saskatchewan and Manitoba "in disaster emergency preparedness, response, and recovery activities"		Arrangement	N.D.
<u>NATURAL RESOURCES</u>			
Arrangement between North Dakota and Western Canadian Provinces in obtaining game stock and fish or fish eggs for experimental stocking		Arrangement	N.D.
"Considerable Exchange of Scientific Information" between North Dakota and several provinces		Arrangement	N.D.
Cooperation in fisheries matters between North Dakota and Manitoba, Saskatchewan and Alberta through membership in the Upper Great Plains Fisheries Society		Arrangement	N.D.
Cooperation on game and fish matters between North Dakota <u>et al.</u> and Canadian Provinces through membership in the Association of Midwest Fish and Wildlife Commissioners and the International Association of Game, Fish and Conservation Commissioners		Arrangement	N.D.
"Informal meetings with biologists" between North Dakota and the various provinces		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Division of Disease Control, State Department of Health/ Manitoba and Saskatchewan Directors of Disease Control Divisions	Standard epidemiological form for follow up of venereal disease contacts.
State Headquarters, Disaster Emergency Services/	"Our co-operation can be compared with any next door neighbours." Thus, "communicate and co-operate in a manner of mutual interest without anything in writing. We hold coordinating meetings periodically on a state-provincial level, local disaster emergency organizations do the same."
Game and Fish Department/	
Game and Fish Department/ Wildlife agencies of several provinces	North Dakota receives scientific publications and in turn "sends them technical reports and copies of our monthly publication." Also with the Canadian Wildlife Service.
Game and Fish Department Personnel/Provincial fish and wildlife personnel	Through attendance of meetings.
Game and Fish Commissioner/	

STATE OF NORTH DAKOTA (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>PUBLIC SAFETY</u> "Informal Understanding of Co-operation in Law Enforcement Matters" between North Dakota and Manitoba and Saskatchewan		Arrangement	N.D.
<u>TRANSPORTATION</u> "Reciprocal Arrangement" between North Dakota (and Wisconsin) and Manitoba concerning "exemption from registration and from payment of taxes" ("20% Agreement")	x	Understanding	N.D.
"Reciprocity Agreement" between North Dakota and Saskatchewan on licensing of commercial vehicles ("Ton Mile Agreement")	x	Agreement	6 June 1963
Uniform Vehicle Registration Proration and Reciprocity Agreement (Interstate Compact) between North Dakota <u>et al.</u> and Alberta and British Columbia	SEE ALASKA	Understanding	Compact formed 1955; North Dakota joined 1960; B.C. in 1961; and Alberta in 1974.
<u>UNCLASSIFIED/GENERAL</u> "Mutual relationship" between North Dakota and Manitoba concerning International Peace Garden activities (International Peace Garden Association)		Arrangement	N.D.

STATE OF OHIO

<u>COMMERCE AND INDUSTRY</u> "Exchange of Information" between Ohio and Canadian Provinces on liquor monopoly		Arrangement	N.D.
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UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Attorney General/	"Civil legal matters concerning these parties are worked out on an individual basis in matters other than those covered by specific agreements."
Truck Regulatory Division, State Highway Department/	Owner pays special fee to jurisdiction in which he wishes to operate vehicle.
Motor Vehicle Registrar and Highway Patrol/Provincial Treasurer and Minister Responsible for the Vehicles Act	Owner applies and makes payment to jurisdiction in which he wishes to operate vehicle.
Director of Reciprocity, State Highway Department/	Interstate Compact with Acceptance Agreements and Appendices of Conditions. Interstate Compact approved by Congress. 18 other states belong.
Department of Liquor Control/	

STATE OF OHIO (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
"Working relationship" between Ohio and Ontario on trade matters through Ontario office in Cleveland		Arrangement	N.D.
<u>ENVIRONMENTAL PROTECTION</u>			
Arrangement between Ohio and Canadian Provinces through the IJC Water Quality Board		Arrangement	N.D.
Cooperation between Wisconsin <u>et al.</u> and Ontario and Quebec through the Great Lakes Water Quality Board		Arrangement	15 April 1972
Cooperation between Wisconsin <u>et al.</u> and Ontario through the "Reference Group to Study Pollution in the Great Lakes System From Agricultural Forestry and Other Land Use Activities" (Land Drainage Reference Group)		Arrangement	15 April 1972
<u>NATURAL RESOURCES</u>			
Cooperation between Ohio <u>et al.</u> and Ontario through the Great Lakes Fisheries Commission		Arrangement	1955

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Office of International Trade Department of Economic and Community Development/ Ministry of Industry and Tourism(Cleveland and Toronto Offices)	Ohio interest "in attracting Canadian firms to locate in the State of Ohio and to find markets for Ohio-manufactured products."
Director, Ohio Environmental Protection Agency/	"In the conduct of the business of the Board we meet regularly with representatives of the Canadian government both Federal and Provincial. There are several members of (EPA's) staff who serve on committees or subcommittees for this activity."
Deputy Director for Environmental Problems, Department of Health/Ontario Department of the Environment/Quebec Department of Quality of the Environment	U.S.-Canada Great Lakes Water Quality Agreement of 15 April 1972 directs International Joint Commission to establish the Great Lakes Water Quality Board. Includes representatives of the eight Great Lakes States (Minnesota, Wisconsin, Indiana, Illinois, Michigan, Ohio, Pennsylvania and New York) and Ontario and Quebec, and the two Federal Governments.
Assistant Division Chief, Resources Planning and Contract Management, Ohio Environmental Protection Agency /	Reference Groups established by the Great Lakes Water Quality Board. Includes representatives of Michigan, Indiana, Minnesota, New York, Wisconsin, Ohio, Pennsylvania, and Ontario, and the two Federal Governments.
Department of Natural Resources/	Annual meetings of the Commission. Includes U.S. and Canadian Federal Governments through membership in the Great Lakes Fisheries Commission. Representatives of the eight Great Lakes States (Minnesota, Wisconsin, Indiana, Illinois, Michigan, Ohio, Pennsylvania, and New York) and Ontario are involved.

STATE OF OKLAHOMA

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>COMMERCE AND INDUSTRY</u>			
"Reciprocal Agreement" between Oklahoma and British Columbia for nonresident licensing of insurance agents	x	Understanding	29 September 1972
"Reciprocal Agreement" between Oklahoma and Ontario covering the licensing of non-resident property and/or casualty insurance agents	x	Agreement	14, 21 August 1957
"Reciprocal Agreement" between Oklahoma and Ontario for licensing of insurance agents	x	Understanding	1 March 1973
"Reciprocal Agreement" between Oklahoma and Quebec for non-resident insurance agents' licensing	x	Understanding	21 February 1973
<u>EDUCATIONAL AND CULTURAL</u>			
Informational exchange and visits concerning higher education policies and procedures between Oklahoma and Canadian Provinces		Arrangement	N.D.

STATE OF OREGON

<u>AGRICULTURE</u>			
"Joint advising of any new plant pests and diseases found" between Oregon and Alberta and British Columbia		Arrangement	N.D.
<u>COMMERCE AND INDUSTRY</u>			
Cooperation between Oregon <u>et al.</u> and Canadian Provinces through the National Association of Insurance Commissioners		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Director of Agents Licensing, Oklahoma Insurance Commission/ Superintendent of Insurance, Office of Superintendent of Insurance	Each jurisdiction licenses other residents.
Insurance Supervisory Official, State of Oklahoma/ Insurance Supervisory Official, Province of Ontario	Individuals produce certificate from other jurisdiction.
Director of Agents Licensing, Oklahoma Insurance Commission/ Deputy Superintendent of Insurance, Ministry of Consumer and Commercial Relations	By submission of application with accompanying certificate from other jurisdiction.
Director of Agents Licensing, Oklahoma Insurance Commission/ Agents Licensing Section, Insurance Branch, Department of Financial Institutions, Companies and Co-operatives	Each jurisdiction licenses other residents.
Oklahoma State Regents for Higher Education/	'Occasionally attend meetings where higher education administrators from Canada participate.' Also individuals from Canadian Provinces visit 'from time to time to discuss higher education policies and procedures.'
Oregon State Department of Agriculture/	'Informal understandings which have developed over the years and nothing in writing.' 'Joint advising' includes notification of new diseases. 'Control measures taken and results obtained.'
Insurance Division, Oregon Department of Commerce/	'Insurance Supervisory Officials of some of the Canadian provinces attend with some regularity the semi-annual meetings of N.A.I.C. 'Canadian insurance regulation is sufficiently similar to U.S. regulation that considerable reciprocity exists in dealing with insurers of the two countries. For example, the Oregon Insurance Code recognizes the province of domicile of a Canadian insurer in various references to domiciliary laws, whereas other alien insurers must adopt a U.S. state as a "state of entry."

STATE OF OREGON (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>ENVIRONMENTAL PROTECTION</u> Cooperation between Oregon <u>et al.</u> and Canadian Provinces through the Pollution Control Council of the Pacific Northwest		Arrangement	1949-1970 Less active since 1970.
<u>HUMAN SERVICES</u> Arrangements between Oregon and Canadian Provinces concerning "transfer of alien committed to hospital" for mental reasons		Arrangement	N.D.
Exchange of social services and information between Oregon and Canadian social service agencies		Arrangement	N.D.
<u>NATURAL RESOURCES</u> Arrangement between Oregon and Canadian Provinces through the Western Forestry and Conservation Association		Arrangement	Organized 1909
Arrangement between Oregon and Canadian Provinces through the Western Forestry and Conservation Association's Western Forest Fire Committee, Western Reforestation Coordinating Committee, and the Western Forest Pest Committee		Arrangement	N.D.
Cooperation between Oregon <u>et al.</u> and Alberta and British Columbia through the Northwest Mosquito and Vector Control Association		Arrangement	N.D.
Cooperation on forestry matters including information exchange and on-the-ground observations between Oregon and Canadian Provinces		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Oregon Department of Environment Quality/	Council held regular meetings during the period covered. "Council includes Washington, Oregon, Idaho, Montana, British Columbia, and Alaska, plus U.S. Environmental Protection Agency and its Canadian counterpart."
Oregon Mental Health Division/	U.S. Immigration and Naturalization Service "for reporting purposes only."
Oregon Children's Services Division, Department of Human Resources/	
Forestry Department/	"Promotes the practices of forestry and the development of forest conservation on all forest land in the western U.S. and western Canada, provides a medium for exchanging and disseminating forestry and conservation information, and fosters cooperation between federal, state, provincial, and private forest agencies."
Forestry Department/	"Promotes the practices of forestry and the development of forest conservation on all forest land in the western U.S. and western Canada, provides a medium for exchanging and disseminating forestry and conservation information, and fosters cooperation between federal, state, provincial, and private forest agencies."
Vector Control Program, Oregon State Health Division	Annual meeting second week in October, a professional organization for personnel involved in vector control.
Oregon State Forestry Department/	Includes informal exchange of publications and ground observations "of a limited segment of their forestry operations."

STATE OF OREGON (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>PUBLIC SAFETY</u>			
"Exchange of information" between Oregon and Canadian provincial and federal authorities concerning cases of mutual interest involving "an individual held by one jurisdiction while wanted by another"		Arrangement	N.D.
Cooperative courtesy supervision between Oregon and Canadian Provinces of respective parolees		Arrangement	N.D.
<u>TRANSPORTATION</u>			
"Informal exchange of aviation information (including air charts) between Oregon and British Columbia		Arrangement	N.D.
"Reciprocity Agreement" concerning registration fee exemption of motor vehicles between Oregon and Manitoba	x	Agreement	21 December 1970
"Reciprocity Agreement" concerning registration fee exemption of motor vehicles between Oregon and New Brunswick	x	Agreement	16 April 1958 and 22 April 1958
Relationship between Oregon and Canadian Provinces through the International Northwest Aviation Council		Arrangement	N.D.
"Uniform Vehicle Registration Proration Reciprocity Agreement" (Interstate Compact) between Oregon <u>et al.</u> and British Columbia and Alberta	SEE ALASKA	Understanding	Compact formed 1955; Oregon joined in 1955; B.C. in 1961; and Alberta in 1974.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Oregon Corrections Division/	"Identification program and release information...also routinely collect information concerning the background of inmates from whatever sources may hold that information; occasionally the sources prove to be Canadian."
Oregon Corrections Division/	Done at the request of the parole officials of the other jurisdiction, informal and done only occasionally.
Oregon State Aeronautics Division/Air Ministry of British Columbia	
Oregon Department of Motor Vehicles/Manitoba Highway Traffic and Motor Transport Board	
Oregon Department of Motor Vehicles/Provincial Tax Branch, Department of Provincial Secretary-Treasurer	
Aeronautics Division/	"Membership includes individuals and public agencies from several states" and provinces.
Motor Vehicles Division, Oregon Department of Transportation/	Interstate Compact with Acceptance Agreements and Appendices of Conditions. Interstate Compact approved by Congress. 18 other states belong.

STATE OF PENNSYLVANIA

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>COMMERCE AND INDUSTRY</u> "Exchange of information" concerning operations and policies of liquor control boards between Pennsylvania and Ontario and Quebec and Nova Scotia		Arrangement	N.D.
<u>EDUCATIONAL AND CULTURAL</u> "Informational exchange" between Pennsylvania and Quebec concerning teacher preparation and certification		Arrangement	"Since Fall 1973"
<u>ENVIRONMENTAL PROTECTION</u> Cooperation between Pennsylvania <u>et al.</u> and Ontario and Quebec through the Great Lakes Water Quality Board		Arrangement	15 April 1972
Cooperation between Pennsylvania <u>et al.</u> and Ontario through the "Reference Group to Study Pollution in the Great Lakes System From Agricultural, Forestry and Other Land Use Activities" (Land Drainage Reference Group)		Arrangement	15 April 1972
Cooperation on water matters between Pennsylvania <u>et al.</u> and Canadian Provinces through the International Joint Commission		Arrangement	N.D.
Cooperation on water matters between Pennsylvania <u>et al.</u> and Canadian Provinces through the Great Lakes Basin Compact		Arrangement	1955

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Pennsylvania Liquor Control Board/Liquor Control Boards of Ontario, Quebec, and Nova Scotia through "General Managers and staff"	<p>"Occasional meetings" with provincial representatives. The purpose of these meetings is "to discuss operations, procedures and policies which might be worthy of consideration by the individual boards. These meetings have been informal and have been held in both Pennsylvania and the Provinces. Also "occasional correspondence."</p>
Bureau of Teacher Education and Certification/Commission d'étude sur la classification des enseignants, Ministère de l'education	<p>"Interagency request for information" from Quebec commission through "lengthy (and comprehensive) questionnaire...and subsequent letters of clarification and detailed explanation."</p>
Director, Bureau of Water Quality Management, Department of Environmental Resources/Ontario Department of the Environment/Quebec Department of Quality of the Environment	<p>U.S.-Canada Great Lakes Water Quality Agreement of 15 April 1972 directs International Joint Commission to establish the Great Lakes Water Quality Board. Representatives of the eight Great Lakes States (Minnesota, Wisconsin, Indiana, Illinois, Michigan, Ohio, Pennsylvania and New York) and Ontario and Quebec, and the two Federal Governments.</p>
Professor of Geology, Department of Geosciences, Pennsylvania State University/Ontario Ministry of the Environment	<p>Reference Groups established by the Great Lakes Water Quality Board. Representatives of Michigan, Indiana, Minnesota, New York, Wisconsin, Ohio, Pennsylvania, and Ontario, and the two Federal Governments.</p>
Division of Water Quality, Department of Environmental Resources/	<p>"State representatives serve on Advisory Groups and meet regularly with the Canadians." The IJC provides the framework.</p>
Division of Water Quality, Department of Environmental Resources/	<p>Though Great Lakes Commission Compact originally planned Canadian participation by Canadian Provinces, U.S. P.L. 90-419 excluded it due to formal foreign policy considerations. However, congressional action endorsed informal contacts. Commission is "an advisory and recommendatory agency to the States on regional water resource matters." Includes Illinois, Indiana, Michigan, Minnesota, New York, Ohio, Pennsylvania, and Wisconsin.</p>

STATE OF PENNSYLVANIA (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>HUMAN SERVICES</u> Exchange of information between Pennsylvania and Canada concerning human relations matters		Arrangement	N.D.
<u>NATURAL RESOURCES</u> Cooperation between Pennsylvania <u>et al.</u> and Ontario through the Great Lakes Fisheries Commission		Arrangement	1955
<u>TRANSPORTATION</u> "Mirror type reciprocity" between Pennsylvania and "other provinces" concerning motor vehicle operation "Reciprocal Agreement" between Pennsylvania and Quebec concerning motor vehicle registration and fee exemptions	x	Arrangement Agreement	N.D. 26 February 1973

STATE OF RHODE ISLAND

<u>COMMERCE AND INDUSTRY</u> Relationship between Rhode Island and "two Canadian Provinces" through the Interstate Association of Land Sale Regulators to develop "cooperation among state and federal regulatory agencies in the field"		Arrangement	N.D.
<u>EDUCATIONAL AND CULTURAL</u> Cooperation between Rhode Island and Quebec through the American and Canadian French Cultural Exchange Commission of the State of Rhode Island		Arrangement	May 1972

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Planning and Research Division, Pennsylvania Human Relations Commission/	<p>"Send and receive reports upon request from Canadian Government agencies"</p> <p>Annual meetings of the Commission. U.S. and Canadian Federal Governments through membership in Great Lakes Fisheries Commission. Representatives of the eight Great Lakes States (Minnesota, Wisconsin, Indiana, Illinois, Michigan, Ohio, Pennsylvania and New York) and Ontario.</p>
Bureau of Motor Vehicles, Department of Transportation/	<p>"In absence of formal written agreements this means that residents of these other Canadian Provinces are permitted to operate on Pennsylvania highways without Pennsylvania plates, to the same extent permitted Pennsylvania residents when operating on the provinces' highways."</p>
Bureau of Motor Vehicles, Department of Transportation /Quebec Department of Transport	
Director of Business Regulation/	<p>"Developing programs whereby uniform filing procedures may be adopted between all the states and the Canadian provinces that are members. Uniform inspection systems may be developed so that an inspection by a representative of a Canadian province would be accepted by a State Agency and thereby obviate the necessity for a reinspection ... these procedures are in the very early formative stages..."</p> <p>Established by an act of the Rhode Island General Assembly, whose general purpose is "to foster better cultural, social and economic relations between Americans of French descent and French Canadians."</p>

STATE OF RHODE ISLAND (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>ENERGY</u> Cooperation between Rhode Island <u>et al.</u> and Quebec, New Brunswick, Nova Scotia, Prince Edward Island, and Newfoundland concerning the "development of joint energy policies" through the New England-Eastern Canadian Energy Advisory Committee	SEE MAINE	Understanding	August 1973
<u>NATURAL RESOURCES</u> Agreement concerning fire fighting between Rhode Island <u>et al.</u> and Quebec and New Brunswick through the Northeastern Forest Fire Protection Commission (Interstate Compact)	SEE NEW YORK	Understanding	1949
Cooperation concerning fire fighting between Rhode Island <u>et al.</u> and Quebec and New Brunswick through the five committees (Equipment, Fire Prevention, Legislative, Technical, and Training Team) of the Northeastern Forest Fire Protection Commission		Understanding	1949
<u>TRANSPORTATION</u> Cooperation between Rhode Island <u>et al.</u> and Quebec, New Brunswick, Nova Scotia, Prince Edward Island and Newfoundland concerning the "development of joint transportation policies" through the New England-Eastern Canadian Transportation Advisory Committee		Understanding	August 1973

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Special Assistant to the Governor of Rhode Island/	Established at the August 1973 Prince Edward Island meeting of the six New England Governors and five Eastern Canadian Premiers. U.S. states include Maine, Vermont, New Hampshire, Massachusetts, Rhode Island and Connecticut.
	"To promote effective prevention and control of forest fires among party States and with States party to other regional forest fire protection compacts." (P.L.-129, 81st Congress, approved 25 June 1949; P.L.-340, 82nd Congress, approved 13 May 1952.) Includes Connecticut (1949), Maine (1949), New Hampshire, (1949), New York, Rhode Island (1950), and Vermont (1949). Also Quebec and New Brunswick (Congressional Consent 1949). U.S. Federal through U.S. Forest Service - Northeast Area - State and Private Authority.
Special Assistant to the Governor of Rhode Island/	"To promote effective prevention and control of forest fires among party States and with States party to other regional forest fire protection compacts." (P.L.-129, 81st Congress, approved 25 June 1949; P.L.-340, 82nd Congress, approved 12 May 1952.) Includes Connecticut (1949), Maine (1949), New Hampshire (1949), New York, Rhode Island (1950), and Vermont (1949). Also Quebec and New Brunswick (Congressional Consent 1949). U.S. Federal through U.S. Forest Service - Northeast Area - State and Private Authority.

STATE OF SOUTH CAROLINA

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>COMMERCE AND INDUSTRY</u> South Carolina representation in Toronto, Ontario and Montreal, Quebec, for economic and tourist purposes through a public relations firm		Arrangement	N.D.
<u>TRANSPORTATION</u> "Joint Agreement" between South Carolina and Quebec concerning "operation of all passenger vehicles and buses" within the two areas of jurisdiction		Agreement	N.D.
Negotiations between South Carolina and Ontario concerning "Reciprocal Agreement" on "unrestricted operation of licensed vehicles"	x	Arrangement	N.D.
"Reciprocity Arrangement" between South Carolina and Quebec concerning licensing and operating of commercial vehicles involved in interstate movement	x	Agreement	31 May 1971

STATE OF SOUTH DAKOTA

<u>COMMERCE AND INDUSTRY</u> Cooperation between South Dakota <u>et al.</u> and the Canadian Provinces through the National Association of Insurance Commissioners		Arrangement	N.D.
<u>NATURAL RESOURCES</u> Cooperation concerning wildlife conservation between South Dakota <u>et al.</u> and the Canadian Provinces through the "Waterfowl Council" and "Flyway"		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
South Carolina Department of Parks, Recreation and Tourism/	The public relations firm is based in Toronto, Ontario.
Motor Vehicle Division, State Highway Department/ Quebec Department of Transportation and Communications	"All passenger vehicles and buses that are based and properly licensed in the Province of Quebec are granted unlimited operating authority in the state of South Carolina whereas all South Carolina licensed passenger vehicles and buses are granted the same courtesy by the Province of Quebec."
Motor Vehicle Division, Highway Department/Ministry of Transportation and Communications	"There is no permitted operation of South Carolina licensed vehicles of any category in the Province of Ontario although we are still allowing unrestricted operation of Ontario licensed vehicles into and through South Carolina. This action...has been continued with hopes that some type of arrangement might be worked out."
Motor Vehicle Division, State Highway Department/ Quebec Department of Transportation and Communications	"Applicable to the operation of all commercial vehicles that are based and licensed in either of the respective jurisdictions for unrestricted movement in the other jurisdiction provided operations are of a interstate nature."
South Dakota Division of Insurance/ Division of Game and Fish, South Dakota Department of Game and Parks/	Meet twice a year and "discuss mutual problems."

STATE OF SOUTH DAKOTA (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>TRANSPORTATION</u>			
"Reciprocity Arrangement" concerning motor vehicle registration fees between South Dakota and Manitoba	x	Agreement	1 March 1964
"Reciprocity Arrangement" concerning motor vehicle registration fees between South Dakota and Saskatchewan	x	Agreement	N.D.
"Uniform Vehicle Registration Proration Reciprocity Agreement" (Interstate Compact) between South Dakota <u>et al.</u> and British Columbia and Alberta	SEE ALASKA	Understanding	Compact formed 1955; South Dakota joined in 1961, B.C. in 1961; and Alberta in 1974.

STATE OF TENNESSEE

<u>AGRICULTURE</u>			
Cooperation between Tennessee and Canadian provinces through the Association of Official Analytical Chemists		Arrangement	N.D.
Cooperation between Tennessee and Canadian Provinces through the Association of Food and Drug Officials of the U.S.		Arrangement	N.D.
<u>TRANSPORTATION</u>			
Arrangement between Tennessee and "any Canadian province" on "mirror reciprocity" in exemption from motor vehicle registration		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
<p>Division of Vehicle Licensing and Regulation, Office of Vehicle Regulation, South Dakota Department of Public Safety/Manitoba Department of Public Utilities</p> <p>Division of Vehicle Licensing and Regulation, Office of Vehicle Regulation, South Dakota Department of Public Safety/</p> <p>Division of Vehicle Licensing and Regulation, Office of Vehicle Regulation, South Dakota Department of Public Safety/</p>	<p>Interstate Compact with Acceptance Agreement and Appendices of Conditions. Interstate Compact approved by Congress. 18 other states belong.</p>
<p>Food and Drug Division, Department of Agriculture/</p> <p>Food and Drug Division, Department of Agriculture/</p> <p>Department of Revenue/</p>	<p>"In close contact with and work with...provincial personnel" through Association.</p> <p>"In close contact with and work with...provincial personnel" through Association.</p> <p>Residents of reciprocating province may operate for equal time without registration. (Tennessee Statutes 59-435, 59-436).</p>

STATE OF TEXAS

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>COMMERCE AND INDUSTRY</u> Arrangement between Texas and Canadian Provinces on professional registration of engineering		Arrangement	N.D.
Licensing by Texas of Canadian barbers, beauticians, medical doctors, <u>et al.</u> for state practice		Arrangement	N.D.
Relationship between Texas and "the ten provinces of Canada" through the North American Securities Administrators, Inc.		Arrangement	N.D.
<u>NATURAL RESOURCES</u> Relationship between Texas and Canadian Provinces through the Central Flyway Waterfowl Council		Arrangement	N.D.
Relationship between Texas and Canadian Provinces through the Central Flyway Waterfowl Technical Committee		Arrangement	N.D.
<u>PUBLIC SAFETY</u> Assistance between Texas and Canadian Provinces in criminal investigative matters		Arrangement	N.D.
<u>TRANSPORTATION</u> Cooperation between Texas and Canadian Provinces through "the American Association of Motor Vehicle Administrators Reciprocity Agreement for Drivers License Services"	SEE MISSOURI	Understanding	Texas signed in 1969.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Board of Engineers, Professional Registration/	The Board "works closely with the various Provinces to identify Canadian universities offering engineering curricula that meet Texas accreditation standards. Registered Canadian engineers are awarded professional status by the Board on an individual basis."
E.g., Board of Barber Examiners, and Cosmetology Commission/	E.g., for beauticians, licensing of individual who has hours of accredited course work "provided their home province will reciprocate with the State."
State Securities Board/	
Parks and Wildlife Department/	"Cooperative in numerous joint programs."
Parks and Wildlife Department/	"Cooperative in numerous joint programs."
Department of Public Safety/	"Contacts were made as the result of the need for or in response to official request for assistance in matters of mutual concern." Also with Federal Government units.
Department of Public Safety/	"Applied when need arises." Also with all U.S. states.

STATE OF TEXAS (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
"Letter Agreement on Student Reciprocity" between Texas and Nova Scotia	x	Understanding	26 July 1971
Non-resident reciprocity in driver licensing between Texas and Canadian Provinces	x	Arrangement	N.D.
"Reciprocity Agreement" between Texas and Manitoba on motor vehicles	x	Agreement	1 September 1970
"Reciprocity Agreement" between Texas and Ontario on motor vehicles	x	Understanding	12 September 1966
"Registration Reciprocity Agreement" between Texas and Alberta on motor vehicles	x	Agreement	19 December 1973 Takes effect on 1 April 1974
Regulation by Texas of Canadian motor vehicles, trailers and buses		Arrangement	N.D.
<u>UNCLASSIFIED/GENERAL</u>			
"Unwritten operating agreement" between Texas and Canadian Provinces on civil service examinations	x	Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Motor Vehicle Division, Highway Department/Registry of Motor Vehicles Depart- ment of Highways	By issuance of resident licenses to students from other jurisdictions.
Inspection and Planning, Department of Public Safety/	"Non-resident recognition in Texas of licenses held by persons from other states, U.S. territories and provinces of Canada is based upon Texas Motor Vehicle Law (Article 66876) and with the assumption that like recognition is granted citizens of Texas."
Motor Vehicle Division, Highway Department/Highway Traffic and Motor Transport Board	By exemption and issuance of temporary permits.
Motor Vehicle Division, Highway Department/ Department of Transport	Exemptions for vehicles registered in Ontario.
Motor Vehicle Division, Highway Department/	Exemption from registration in other jurisdiction.
Highway Department/	Article 6675a-6d of Texas Civil Statutes provides that "Canadian vehicle subject to Texas registration shall be issued temporary 72-hour permits in lieu of registration."
Merit System Council/	Units hold local tests of other jurisdictions for interested individuals.

STATE OF UTAH

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>COMMERCE AND INDUSTRY</u> Cooperation between Utah <u>et al.</u> and Canadian Provinces on securities matters through the North American Securities Administrators Association		Arrangement	N.D.
<u>TRANSPORTATION</u> Exchange of driver license information between Utah and Canadian Provinces		Arrangement	N.D.
"Uniform Vehicle Registration Proration Reciprocity Agreement" (Interstate Compact) between Utah <u>et al.</u> and British Columbia and Alberta	SEE ALASKA	Understanding	Compact formed 1955; B.C. joined in 1961; and Alberta in 1974.

STATE OF VERMONT

<u>AGRICULTURE</u> Cooperation between Vermont <u>et al.</u> and Canadian Provinces through the Association of American Pesticide Control Officials		Arrangement	Established in 1947.
Cooperation between Vermont <u>et al.</u> and Canadian Provinces through the National Association of Departments of Agriculture		Arrangement	Established in 1918.
Cooperation between Vermont <u>et al.</u> and Canadian Provinces through the National Christmas Tree Growers Association		Arrangement	Established in 1956

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Securities Commission, Department of Business Regulation/	
Driver License Division/	Utah "furnishes Canadian provinces with abstracts of court records for their citizens who are convicted of moving traffic violations" in Utah. Utah "receives violations from them for our citizens." Also, Utah "returns Canadian licenses when their citizens apply for Utah licenses and request copies of their driving records."
Motor Vehicle Division, Utah State Tax Commission/	Interstate Compact with Acceptance Agreements and Appendices of Conditions. Interstate Compact approved by Congress. 18 other states belong.
Vermont Department of Agriculture/	Consists of federal, state and provincial agencies controlling the sale, use and distribution of insecticides, fungicides, rodenticides, and other economic poisons known as pesticides. Promotes "uniform laws, regulations and policies of enforcement" and an annual convention/meeting.
Vermont Department of Agriculture/	Annual meetings, 4 Regional Groups, consists of Directors of State Departments of Agriculture, "coordinate policies, procedures, laws and activities between the states and the U.S. Department of Agriculture and Congress."
Vermont Department of Agriculture/	Federation of 28 state associations of Christmas tree growers. "Further the national interests of the industry" biennial convention meetings.

STATE OF VERMONT (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Cooperation between Vermont <u>et al.</u> and Canadian Provinces through the National Plant Board		Arrangement	Established in 1925.
Informal cooperation between Vermont and Canada concerning agricultural matters through the Association of Official Seed Certifying Agencies		Arrangement	N.D.
<u>COMMERCE AND INDUSTRY</u>			
Cooperation between Vermont <u>et al.</u> and Canadian Provinces through the North American Securities Administrators Association		Arrangement	N.D.
Informal preliminary discussions between Vermont and Quebec concerning the possibility of an industrial park situated on the U.S.-Canadian border		Arrangement	N.D.
Relationship between Vermont and Quebec through the Vermont Tourist Center in Montreal, P.Q.		Arrangement	N.D.
Relationship between Vermont <u>et al.</u> and Canada concerning tourism through the "Discover America Travel Organization"		Arrangement	N.D.
<u>EDUCATIONAL AND CULTURAL</u>			
Cooperation concerning proposed French-English Speaking Commission in Vermont through Vermont Legislative Bill 5-144		Arrangement	N.D.
Informal exchange of correspondence and arrangement of educational and athletic exchanges between Vermont and Canada		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Vermont Department of Agriculture/	Eight members represent 4 regional plant boards which represent 48 states in plant inspection, quarantine and regulatory matters. Annual convention/meeting.
Vermont Department of Agriculture/	"Informal contacts" through annual meetings of Association.
Department of Banking and Insurance/	
Department of Economic Development/	'Meet in the support of cooperative enforcement and to exchange regulatory ideas of mutual benefit.' Members of the U.S. Securities and Exchange Commission.
Department of Economic Development/	Nothing formal, "talking on friendly basis;" Vermont was the initiator.
Vermont Information and Travel Division/	
Vermont Information and Travel Division/	On tourist promotion.
Department of Economic Development/	Meet Canadian tourist officials at conferences of DATO.
Department of Education/	
Secondary Education Division, Department of Education/	To deal with French cultural aspect of Vermont's internal relations and its relations with Quebec. Commission would consist of seven Vermonters appointed by Governor, encouragement of French in elementary and secondary Vermont schools.

STATE OF VERMONT (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Informal exchange of correspondence between Vermont and Quebec and Nova Scotia concerning cultural matters and possible cultural exchanges		Arrangement	N.D.
<u>ENERGY</u>			
"Arrangement for exchanging information" between Vermont and Quebec "relating to the export of motor fuels from Quebec to Vermont" and taxes thereof		Arrangement	N.D.
Cooperation between Vermont <u>et al.</u> and Quebec, New Brunswick, Nova Scotia, Prince Edward Island and Newfoundland concerning the "development of joint energy policies" through the New England-Eastern Canadian Energy Advisory Committee	SEE MAINE	Understanding	August 1973
<u>ENVIRONMENTAL PROTECTION</u>			
Informal cooperation between Vermont and "Canadian officials on water quality of streams and water bodies between Vermont and Canada"		Arrangement	N.D.
"Semi-formal" cooperation between Vermont and Quebec concerning water quality and water levels of Lake Memphremagog		Arrangement	N.D.
<u>MILITARY AND CIVIL DEFENSE</u>			
Arrangements between Vermont and Quebec concerning civil disaster matters including joint border training exercises, informational exchanges and visits and cooperative planning		Arrangement	N.D.
Cooperation between Vermont (and the New England States) and Canada through the New England Regional Civil Defense Office		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Vermont Council on the Arts/	
Department of Taxes/	<p>Regarding export of motor fuels from Quebec to Vermont, provides "for a procedure to facilitate refunds of Quebec Motor Fuels Taxes paid by Vermont distributors to the Province of Quebec." Vermont private fuel distributors are involved.</p>
Department of Taxes/	<p>Established at the August 1973 Prince Edward Island meeting of the six New England Governors and five Eastern Canadian Premiers. U.S. states include Maine, Vermont, New Hampshire, Massachusetts, Rhode Island, and Connecticut.</p>
Water Resources Department/	
Water Resources Department/	<p>Also, Canadian Federal Government and U.S. Environmental Protection Agency.</p>
Civil Defense Office, Department of Public Safety/	<p>E.g., Autumn 1973 joint Vermont-Quebec border emergency exercise and "tentative agreement" on communications network.</p>
Civil Defense Office, Department of Public Safety/	

STATE OF VERMONT (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>NATURAL RESOURCES</u>			
Agreement concerning fire fighting between Vermont <u>et al.</u> and Quebec and New Brunswick through the Northeastern Forest Fire Protection Commission (Interstate Compact)	SEE NEW YORK	Understanding	1949
Cooperation and exchange of ideas on "Forest Insect and Disease Management" between Vermont <u>et al.</u> and Ontario, Quebec, New Brunswick, Nova Scotia, Prince Edward Island, and Newfoundland through the Northeastern Forest Pest Council	x	Arrangement	Established in June 1939
Cooperation concerning fire fighting between Vermont <u>et al.</u> and Quebec and New Brunswick through the five committees (Equipment, Fire Prevention, Legislative, Technical, and Training Team) of the Northeastern Forest Fire Protection Commission		Understanding	1949
<u>PUBLIC SAFETY</u>			
"Informal procedures" between Vermont and Canadian authorities concerning boundary related arrests		Arrangement	N.D.
<u>TRANSPORTATION</u>			
Cooperation between Vermont <u>et al.</u> and Quebec, New Brunswick, Nova Scotia, Prince Edward Island and Newfoundland concerning the "development of joint transportation policies" through the New England-Eastern Canadian Transportation Advisory Committee	SEE MAINE	Understanding	August 1973

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Forest Resource Protection, Vermont Department of Forests and Parks/	<p>"To promote effective prevention and control of forest fires among party States and with States party to other regional forest fire protection compacts." (P.L.-129, 81st Congress, approved 25 June 1949; P.L.-340, 82nd Congress, approved 13 May 1952.) Includes Connecticut (1949), Maine (1949), Massachusetts (1949), New Hampshire (1949), New York, Rhode Island (1950), and Vermont (1949). Also Quebec and New Brunswick (Congressional Consent 1949). U.S. Federal through U.S. Forest Service - Northeast Area - State and Private Authority.</p>
Forest Resource Protection, Vermont Department of Forests and Parks/	<p>"To promote a better understanding, coordination, and cooperation between all agencies interested in forest pest research and control." U.S. States include the New England states, New York, New Jersey, and Pennsylvania.</p>
Forest Resource Protection, Vermont Department of Forests and Parks/	<p>"To promote effective prevention and control of forest fires among party States and with States party to other regional forest fireprotection compacts." (P.L.-129, 81st Congress, approved 25 June 1949; P.L.-340, 82nd Congress, approved 13 May 1952.) Includes Connecticut (1949), Maine (1949), Massachusetts (1949), New Hampshire (1949), New York, Rhode Island (1950), and Vermont (1949). Also Quebec and New Brunswick (Congressional Consent 1949). U.S. Federal through U.S. Forest Service - Northeast Area - State and Private Authority.</p>
Department of Public Safety/	<p>"Daily contact with Quebec, mostly at or through the border crossings...the right of hot pursuit is recognized by both countr s." Also with the two Federal Governments.</p>
	<p>Established at the August 1973 Prince Edward Island meeting of the six New England Governors and five Eastern Canadian Premiers. U.S. states include Maine, Vermont, New Hampshire, Massachusetts, Rhode Island and Connecticut.</p>

STATE OF VERMONT (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
"Mirror-type" reciprocity between Vermont and Canadian Provinces concerning motor truck highway use permits and trip fees	x	Arrangement	N.D.
"Mirror-type" reciprocity between Vermont and Canadian Provinces concerning motor vehicle operators licenses, registration of vehicles, etc.	x	Arrangement	N.D.
"Reciprocity Agreement" between Vermont and Ontario concerning motor truck highway use permits	x	Understanding	23 August 1973
"Reciprocity Agreement" between Vermont and Quebec concerning motor truck highway use permits	x	Understanding	N.D.
Relationship between Vermont <u>et al.</u> and Canadian Provinces through the American Automobile Association		Arrangement	N.D.
<u>UNCLASSIFIED/GENERAL</u>			
Cooperation between Vermont <u>et al.</u> and Canadian Provinces through the Eastern Regional Association of Sales Tax Administrators		Arrangement	N.D.
Cooperation between Vermont <u>et al.</u> and Canadian Provinces through the International Association of Assessing Officers		Arrangement	N.D.
Cooperation between Vermont <u>et al.</u> and the Eastern Provinces through the six Governor-five Premier Conference at Sugarbush, Vermont		Arrangement	13, 14 June 1974

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Chief of Vehicle Permits, Department of Motor Vehicles/	"Highway use permits (\$20.00 each) and trip fees (\$10.00 each trip) shall be required for motor trucks from those Provinces that impose on motor trucks registered in this state a tax...for the privilege of operating such truck upon the highways of such province..."
Chief of Vehicle Permits, Department of Motor Vehicles/	"We grant what is granted. In no event do we grant reciprocity beyond a period of six months. The guide that is used in granting reciprocity is the <u>Digest of Motor Laws</u> published annually for the American Automobile Association."
Chief of Vehicle Permits, Department of Motor Vehicles/	Ontario is required to comply with Vermont's Highway Use Permit statutes, through a Vermont-Ontario "reciprocal agreement."
Chief of Vehicle Permits, Department of Motor Vehicles/	Quebec is required to comply with Vermont's Highway Use Permit statutes through a Vermont-Quebec "reciprocal agreement"; monthly reports must be made, but with waiver of fee for each entry into Vermont.
Vermont Department of Motor Vehicles/	E.g., Vermont's guidebook for granting reciprocity is the AAA publication <u>Digest of Motor Laws</u> .
Vermont Department of Taxes/	"Includes Provinces of Canada at annual meetings."
Vermont Department of Taxes/	
Governor/Provincial Premiers	Joint Conference of the New England Governors Conference and the Eastern Coast Canadian Premiers to discuss matters of mutual interest. Maine, Connecticut, Vermont, Massachusetts, Rhode Island, and New Hampshire.

STATE OF VIRGINIA

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>AGRICULTURE</u>			
Cooperation between Virginia <u>et al.</u> and Canadian Provinces through the Association of Feed Control Officials		Arrangement	N.D.
Cooperation between Virginia <u>et al.</u> and Canadian Provinces through the Association of Official Seed Analysts		Arrangement	N.D.
<u>COMMERCE AND INDUSTRY</u>			
Cooperation between Virginia <u>et al.</u> and Canadian Provinces through the North American Securities Administrators Association, Inc.		Arrangement	N.D.
<u>ENERGY</u>			
"Exchange of scientific publications concerning mineral resources between Virginia and agencies in Canadian Provinces"		Arrangement	23 August 1972
<u>HUMAN SERVICES</u>			
Cooperation between Virginia <u>et al.</u> and Canadian Provinces through the American Correctional Association		Arrangement	N.D.
<u>TRANSPORTATION</u>			
Reciprocal "informal agreement" between Virginia and Quebec concerning carriers of fruit and vegetables not having to obtain license plates	x	Understanding	23 August 1972
"Unwritten understanding" between Virginia and all Canadian Provinces concerning licensing of private passenger motor vehicles		Arrangement	N.D.

<u>UNITS RESPONSIBLE (STATE / PROVINCE)</u>	<u>METHOD OF IMPLEMENTATION AND COMMENTS</u>
Department of Agriculture and Commerce/	Association includes Canadian representatives who "work with officials from the States on mutual problems."
Department of Agriculture and Commerce/	Association includes Canadian representatives who "work with officials from the States on mutual problems."
Division of Securities and Retail Franchising/	'Meet in the support of cooperative enforcement and to exchange regulatory ideas of mutual benefit.' Membership in Association includes: "in general individuals from the Canadian Provinces and individuals from all the states who are involved in the regulation and sale of stocks and bonds" annual convention. Also with members of the U.S. Securities and Exchange Commission.
Division of Mineral Resources, Virginia Department of Conservation and Economic Development/	Exchanges of publications with Alberta (since 1961), Manitoba (since 1963), Newfoundland (since 1961), New Brunswick (since 1959), Nova Scotia (since 1963), Ontario (since 1959), Quebec (since 1968) and Saskatchewan (since 1959).
Division of Adult Corrections, Department of Welfare and Institutions/	"Canada has a similar organization. There is a mutual interchange of participants at such meetings."
Division of Motor Vehicles/ Quebec Department of Transport	"Carriers duly registered in their home state or province can haul fruit and vegetables between the two jurisdictions without obtaining license plates from the other jurisdiction."
Division of Motor Vehicles/	"Private passenger motor vehicles may operate into and through their jurisdictions as long as the vehicle bears the proper license plates issued by its home state, or province, and the operator is duly licensed to operate vehicle by his home state or province."

STATE OF WASHINGTON

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>AGRICULTURE</u>			
"Informal Arrangements" between Washington State and "Canadian Provinces to the north" on brand inspection of transborder livestock movement		Arrangement	N.D.
"Standing Arrangement" between Washington State and British Columbia on certification for shipping regulations of fruit and vegetables	x	Arrangement	"Long standing"
"Working Arrangement" between Washington State and British Columbia on reciprocity in quarantine regulations enforcement and plant material movement	x	Arrangement	N.D.
<u>COMMERCE AND INDUSTRY</u>			
Arrangement between Washington <u>et al.</u> and British Columbia through the Pacific Northwest Travel Association		Arrangement	N.D.
Arrangement between Washington <u>et al.</u> and British Columbia through the Pacific Northwest Regional Economics Conference		Arrangement	N.D.
Arrangement between Washington <u>et al.</u> and British Columbia through the Pacific Northwest Industrial Development Council		Arrangement	N.D.
Arrangement between Washington State and British Columbia for "exchange of information" regarding securities and stock promoters		Arrangement	N.D.
"Unwritten Agreement" between Washington State and Oregon and British Columbia on tourist promotion cost sharing	x	Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Regulatory Division, Department of Agriculture/	Brand Inspection. In the area of brand inspection we have informal arrangements with Canadian provinces to the north for checking livestock moving across the border.
Plant Industry Division, Department of Agriculture/ Fruit and Vegetable Section	Problems are reconciled through "Free Discussions" at an annual meeting in Klamath Falls, Oregon. The annual meetings involve "the eleven Western states, including Canadian representation both federal and provincial." The arrangement is with "Canadian provinces to the north."
Plant Industry Division, Department of Agriculture/ Plant Protection Division	Problems are reconciled through "Free Discussions" at an annual meeting in Klamath Falls, Oregon. The annual meetings are attended by "the eleven Western states, including Canadian representation both Federal and provincial."
Department of Commerce and Economic Development/ Department of Travel Industry	The Association is a "regional travel promotion group" whose "activities primarily are in travel shows and in tours of the area for travel writers." Meetings are "held four times a year" to "discuss travel and tourism in the Pacific Northwest. Washington's Executive Director of Travel Development meets with similar provincial officials in addition to the many other members of the Association." Membership includes Washington, Oregon, Idaho, Montana and British Columbia and the Yukon.
Department of Commerce and Economic Development/	At annual meetings, economists from education, industry, and governments discuss regional economics.
Department of Commerce and Economic Development/	At annual meetings, "officials from governments, banks, railroads, public utility districts, etc." discuss "the various aspects of Northwest area development."
Securities Branch, Regulation and Inspection Division/	U.S. Securities and Exchange Commission also may be relevant. There is a similar arrangement between California and British Columbia.
Department of Commerce and Economic Development/	Cost Sharing Program referred to as "Two Nation Vacation." Oregon is a member.

STATE OF WASHINGTON (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>EDUCATIONAL AND CULTURAL</u>			
Interlibrary loan arrangements between Washington <u>et al.</u> and British Columbia through membership in the Pacific Northwest Bibliographic Center	SEE ALASKA	Arrangement	N.D.
<u>ENVIRONMENTAL PROTECTION</u>	x	Agreement	10 July 1972
"Memorandum of Co-operation" between Washington State and British Columbia on oil pollution		Arrangement	N.D.
Arrangement between Washington <u>et al.</u> and British Columbia on the Pacific Northwest Pollution Control Council		Arrangement	N.D.
<u>HUMAN SERVICES</u>			
Arrangement between Washington State and Canadian Provinces to follow American Public Welfare Association guidelines in international correspondence between social agencies		Arrangement	N.D.
Exchange of information between Washington and Canadian Provinces in "workmen's compensation benefits, rehabilitation of injured workers, and industrial safety and health."		Arrangement	N.D.
"Informal Agreements" between Washington State and Canadian Provinces in relation to the "Inter-state Compact for the Movement of Dependent Children"		Arrangement	N.D.
"Informal Agreements" between Washington State and Canadian Provinces in relation to the "Inter-state Compact for the Movement of Delinquent Children"		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Washington State Library/	Center organized by the Pacific Northwest Library Association. Member libraries locate and borrow materials within the region. Alaska, Idaho, Oregon, and Montana belong.
Director, Department of Ecology/Director of Pollution Control	Governor and Premier concluded State-Provincial Task Force to develop program. Federal Governments participation invited, to explore relationship with I.J.C. Meeting held once a year to discuss mutual problems and solutions. Membership includes the states of Washington, Oregon, Idaho, Montana, Wyoming and Alaska and the Province of British Columbia and the U.S. Environmental Protection Agency and the Canadian Public Health Engineering Division, Department of National Health and Welfare.
Office of Social Services, Department of Social and Health Services/	According to provision, updated annually, published in the directory of the Association.
Department of Labor and Industries/	"We maintain a fairly frequent contact with the administrations of these boards, both on an individual basis and through our membership in international associations."
Office of Social Services, Department of Social and Health Services/	The agency responsible for initiating the movement (of children) would contact the receiving state or province and would follow the directions outlined in the APWA Directory. Prior clearance of the receiving state or province is necessary.
Office of Juvenile Rehabilitation, Department of Social and Health Services/	

STATE OF WASHINGTON (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
"Informal Agreements" between Washington State and Canadian Provinces in relation to the "Interstate Compact for the movement of the mentally ill or retarded"		Arrangement	N.D.
"Informal Working Relationship" between Washington State and British Columbia on courtesy supervision for probation and parole	x	Arrangement	"At least the last 15 years."
Letters of cooperation between Washington State and British Columbia on reciprocation of support enforcement	x	Understanding	29 March 1972
<u>MILITARY AND CIVIL DEFENSE</u>			
Action between Washington State and British Columbia on compatibility of "threads on fire hydrants and hose couplers"	x	Arrangement	1958
"Letter of Understanding" between Washington State and British Columbia on "civil emergency planning and co-operative emergency arrangements"	x	Agreement	23 October 1968
<u>NATURAL RESOURCES</u>			
Letter of co-operation between Washington State and British Columbia on border forest fire fighting	x	Understanding	19 August 1960
<u>PUBLIC SAFETY</u>			
Cooperation and exchange of information between Washington State and "other provincial governments" on escapees and former prisoners	x	Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Office of Mental Health, Department of Social and Health Services/	
Office of Probation and Parole, Department of Social and Health Services/Director of Correction and Chief Probation Officer	Law enforcement and parole officials. Aborted attempt to formalize relationship at a 3 March 1973 meeting at Canadian Consulate in Seattle. Plans for another meeting exist. There are similar arrangements between British Columbia and Oregon, California, Alaska and Idaho.
Assistant Attorney General/ Deputy Attorney General	Prosecuting attorney at county level forwards complaints to transborder attorney general. Done by concurrent legislation by state/provincial legislatures with correspondence.
Department of Civil Defense/	By local fire departments at eleven border points.
Office of the Director, De- partment of Civil Defense/ Office of the Provincial Co- ordinator of Civil Defence	Staff meeting "as necessary." All plans to federal governments for "record and co-ordination."
Fire Control Division, Department of Natural Resources/Deputy Minister of Forests	Administrative district personnel from border areas. In lieu of a formal agreement proposed by British Columbia, this established "co-operation" in all aspects of proposed plan on an informal basis. Also appears to include U.S. Forest Service.
Adult Corrections Division, Department of Social and Health Services/	Exchange case history material on prisoners and apprehension of escapees. Also with R.C.M.P.

STATE OF WASHINGTON (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>TRANSPORTATION</u>			
Arrangement between Washington State and British Columbia for transmission of data on origin and destination surveys of highway traffic		Arrangement	18 July 1972
Arrangement between Washington State and British Columbia for exchange of information on highway improvement construction programs and for coordination on individual projects	x	Arrangement	18 July 1972
Arrangement between Washington State and British Columbia for the routine exchange of annual planning statistical reports on highway traffic	x	Arrangement	18 July 1972
Arrangement between Washington State and British Columbia for coordination of western highway border crossing improvements through a "British Columbia-Washington Border Crossing Co-ordination Committee"	x	Arrangement	1 November 1972
Arrangement between Washington State and British Columbia for coordination of "major highway improvements along the international boundary"	x	Arrangement	"Over the years."
Arrangement between Washington State and British Columbia for coordination of future design proposals for improvement of highway connecting with state route 251	x	Arrangement	26 April 1972
"Informal Relationship" between Washington State and British Columbia on pilotage matters		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Department of Highways/ Department of Highways	
Department of Highways/ Department of Highways	Coordination on individual projects has been handled at the Highway District staff levels.
Department of Highways/ Department of Highways	
Department of Highways/ Department of Highways	The Committee meets "periodically" to coordinate plans for highway improvements. Federal Governments (U.S. Customs Bureau, Immigration and Naturalization Service and General Services Administration and Canadian Customs, Immigration, and Department of Public Works) represented at meeting establishing committee and on the Committee (U.S. General Services Administration, and Canadian Department of Public Works).
Department of Highways/ Department of Highways	Coordination is done "at a local or 'grassroots' level with Canadian Provincial and Federal Officials much as a project involving a neighboring state." The only significant difference (from a state-to-state arrangement) is the additional involvement of federal customs, immigrations, and public work agencies which require the imposition of additional design and operational parameters.
Department of Highways/ Department of Highways	At meetings between Department of Highways and Forest Service engineers. Meetings attended variously by officials of U.S. Immigration Inspection, General Services Administration, Customs and Canadian Immigration, and Customs.
Board of Pilotage Commissions/Pacific Pilotage Authority	

STATE OF WASHINGTON (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
"Reciprocity Arrangement" between Washington State and Manitoba on motor vehicles	X	Agreement	1 January 1971
"Uniform Vehicle Registration Proration and Reciprocity Agreement" (Interstate Compact) between Washington State <u>et al.</u> and British Columbia and Alberta	SEE ALASKA	Understanding	Compact formed 1955; Washington joined in 1955; B.C. in 1961; and Alberta in 1974.
<u>UNCLASSIFIED/GENERAL</u>			
Relationship between Washington and Canada through the International Personnel Management Association		Arrangement	N.D.
Relationship between Washington and Canada through the Pacific Northwest Personnel Management Association/ American Society for Personnel Administration		Arrangement	N.D.

STATE OF WEST VIRGINIA

<u>TRANSPORTATION</u>			
Arrangement between West Virginia and "some Canadian provinces" through the National Association of Motor Vehicle Administrators		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Chairman, Washington State Reciprocity Commission/ Chairman, Highway Traffic and Motor Transport Board	By regulations of individual state and province.
Department of Motor Vehicles/Prorate Division/ Ministry of Commercial Transport	Interstate Compact with Acceptance Agreements and Appendices of Conditions. Interstate Compact approved by Congress. 18 other states belong.
Department of Personnel/	"On a coincidental basis."
Department of Personnel/	"On a coincidental basis."
Department of Motor Vehicles/	"Attend national title and registration workshops at which some Canadian provinces are represented. These workshops are sponsored by the National Association of Motor Vehicle Administrators at which several Canadian provinces are members."

STATE OF WISCONSIN

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>COMMERCE AND INDUSTRY</u> Arrangement on tourist promotion between Wisconsin <u>et al.</u> and Ontario through the Northern Great Lakes Area Council (NORGLAC)		Arrangement	1945
Arrangements between Wisconsin <u>et al.</u> and Canadian Provinces concerning reciprocity of professional and occupational licensing		Arrangement	N.D.
Arrangements concerning securities regulation between Wisconsin <u>et al.</u> and the Canadian Provinces through the North American Securities Administration Association		Arrangement	N.D.
Exchange of information between Wisconsin <u>et al.</u> and Canadian Provinces concerning economic development through the American Industrial Development Council		Arrangement	N.D.
<u>EDUCATIONAL AND CULTURAL</u> "Exchange of public documents" between Wisconsin and several Canadian Provinces		Arrangement	N.D.
<u>ENVIRONMENTAL PROTECTION</u> Arrangements concerning water quality between Wisconsin and Ontario		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Department of Natural Resources/Ministry of Industry and Tourism	"Work closely" with Ontario through NORGLAC. Wisconsin representatives appointed by Government. Also includes Michigan and Minnesota.
Wisconsin Department of Regulation and Licensing/	State statutes granting reciprocal licensing based on two requirements: "first, that the standards of the other jurisdiction be at least as high as those of Wisconsin; second, that the other jurisdiction grant licensure without examination to applicants holding Wisconsin licenses."
Wisconsin Office of the Commissioner of Securities/	Association "meets as a whole annually to discuss current matters of mutual interest in securities regulation, and various standing committees of the Association meet from time to time to prepare reports and proposals in their assigned areas" (concerned with registration and licensing dimensions, and facilitation of "the enactment of uniform regulatory guidelines and procedures"). Securities regulatory authorities from each of the 50 states, Mexico, several U.S. territories, and Canadian Provinces.
Wisconsin Division of Business Development Service/Provincial economic development agencies	
Wisconsin State Library/	Exchange lists arranged by letters, includes laws and statutes.
Wisconsin Department of Natural Resources/	"In addition to the Water Quality Board and the two Reference Groups, a number of advisory and technical committees have been established." Environment Canada and Canada Department of Agriculture are relevant.

STATE OF WISCONSIN (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Cooperation between Wisconsin <u>et al.</u> and Ontario and Quebec through the Great Lakes Water Quality Board		Arrangement	15 April 1972
Cooperation between Wisconsin <u>et al.</u> and Ontario through the "Reference Group to Study Pollution in the Great Lakes System From Agricultural Forestry and Other Land Use Activities" (Land Drainage Reference Group)		Arrangement	15 April 1972
Cooperation between Wisconsin <u>et al.</u> and Ontario through the "Reference Group to Study Pollution Problems of Lake Huron and Lake Superior" (Upper Lakes Reference Group)		Arrangement	15 April 1972
Cooperation between Wisconsin <u>et al.</u> and Ontario through the Great Lakes-Upper Mississippi River Board of State Sanitary Engineers		Arrangement	N.D.
<u>HUMAN SERVICES</u>			
Arrangement between Wisconsin and Canadian Provinces through the International Association of Industrial Accident Boards and Commissions		Arrangement	N.D.
Arrangements concerning stationary engineering safety between Wisconsin <u>et al.</u> and Canadian Provinces through the National Board of Boiler and Pressure Vessel Inspectors		Arrangement	N.D.
"Exchange of information" concerning income security and social services between Wisconsin and Canadian Provinces through the American Public Welfare Association		Arrangement	N.D.

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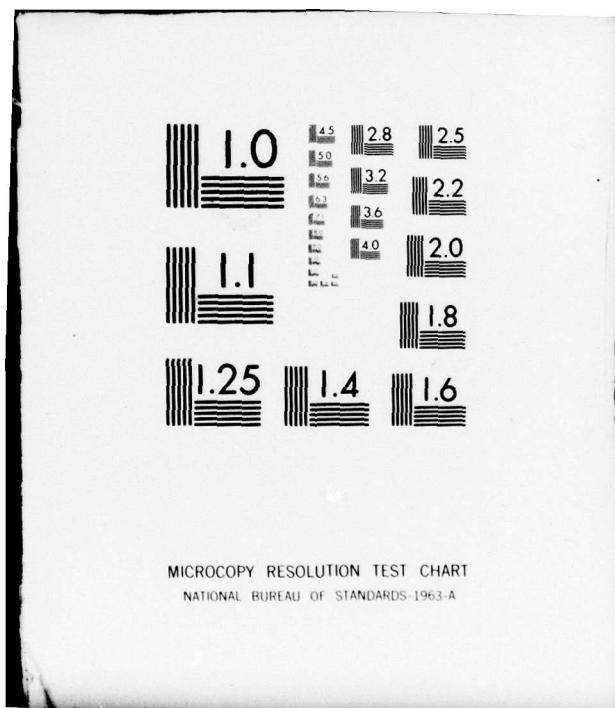
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UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Director, Division of Environmental Protection, Wisconsin Department of National Resources/Ontario Department of the Environment/Quebec Department of Quality of the Environment	U.S.-Canada Great Lakes Water Quality Agreement of 15 April 1972 directs International Joint Commission to establish the Great Lakes Water Quality Board. Representatives of the eight Great Lakes States (Minnesota, Wisconsin, Indiana, Illinois, Michigan, Ohio, Pennsylvania and New York) and Ontario and Quebec, and the two Federal Governments.
Supervisor of Special Studies, Wisconsin Department of National Resources/Ontario Ministry of the Environment	Reference Groups established by the Great Lakes Water Quality Board. Representatives of Michigan, Indiana, Minnesota, New York, Wisconsin, Ohio, Pennsylvania, and Ontario, and the two Federal Governments.
Director, Bureau of Standards and Surveys, Wisconsin Department of National Resources/Ontario Ministry of the Environment	Reference Group established by the Great Lakes Water Quality Board. Representatives of Indiana, Michigan, Minnesota, Wisconsin and Illinois and Ontario, and the two Federal Governments.
Division of Health, Bureau of Environmental Health/Ontario Water Resources Commission	Representatives of the Ontario Water Commission are invited to participate in annual meetings and "normally do so." Involves Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, New York, Ohio, Pennsylvania, Wisconsin and Ontario.
Department of Industry, Labor and Human Relations/	"The objectives of the Association are to discuss problems and experiences arising out of the administration of workmen's compensation laws, to develop and recommend standards for improving and strengthening workmen's compensation laws and their administration, and to approve and promote the acceptance of such standards." Annual meetings.
Boiler and Pressure Vessel Bureau, Department of Industry, Labor and Human Relations/	
Division of Family Services, Wisconsin Department of Health and Social Services/	Exchange according to Guidelines of the Association as published in its annual directory.

STATE OF WISCONSIN (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
"Exchange of information" concerning income security and social services between Wisconsin and Canadian Provinces through the Child Welfare League of America, Inc.		Arrangement	N.D.
Exchange of information on adoption between Wisconsin <u>et al.</u> and Canadian Provinces through the Midwest Adoption Facilitating Service		Arrangement	1967
<u>NATURAL RESOURCES</u>			
Arrangements concerning "co-operative information-gathering efforts related to pheasants" between Wisconsin <u>et al.</u> and Canadian Provinces through the Midwest Pheasant Council		Arrangement	N.D.
Arrangements concerning cooperative waterfowl banding and survey efforts between Wisconsin and Ontario, Manitoba and Saskatchewan		Arrangement	"Last 20 years."
Arrangements concerning forest disease matters between Wisconsin <u>et al.</u> and Ontario and Manitoba through the Central International Forest and Disease Conference		Arrangement	N.D.
Arrangements concerning forest wildlife between Wisconsin <u>et al.</u> and Ontario through the Great Lakes Deer Group		Arrangement	N.D.
Arrangements concerning forestry matters between Wisconsin <u>et al.</u> and Ontario through the Upper Great Lakes Forestry Workshop		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Division of Family Services, Wisconsin Department of Health and Social Services/	Requirements of League members published in its annual directory and its accreditation of membership. "This includes providing service at the request of any other member agency."
Division of Family Services/	Facilitation of adoption services through exchange of information at proposed biannual meetings and through proposed newsletter (Adoption Resource Exchange of North America, ARENA). North Dakota, South Dakota, Nebraska, Minnesota, Iowa, Wisconsin, Illinois, Manitoba belong.
Wisconsin Department of Natural Resources/	"Continuing group of State and Provincial natural resource agency and University technical representatives who meet annually to exchange information and to plan and carry out cooperative information-gathering efforts related to pheasants." "Group operates by mutual agreement of the agencies participating." Sponsored by the Midwest Association of Fish and Game Commissioners, and universities.
Wisconsin Department of Natural Resources/	Wisconsin technical employees sent to 3 provinces several times to participate in waterfowl banding and survey efforts. "Some of this part of Flyway Council programs, some was special effort by Wisconsin or Provincial Governments to exchange information or take advantage of local expertise on waterfowl problems. Such efforts were approved by letter by the concerned agency administrators."
Wisconsin Department of Natural Resources/	"Conference held annually." Includes the U.S. Central States, Ontario and Manitoba.
Wisconsin Department of Natural Resources/	"Continuing group of Federal, State, and Provincial technical people involved professionally with management and research related to forest wildlife." Meets annually. "Operates by mutual agreement of the agencies participating." Includes universities, U.S. Forest Service, Canadian Wildlife Service, State and Provinces included are Michigan, Minnesota, Wisconsin and Ontario.
Wisconsin Department of Natural Resources/	"A three day workshop held annually emphasizing problems in public forest management." Includes Wisconsin, Michigan, Minnesota, and Ontario.

STATE OF WISCONSIN (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
Arrangements concerning grouse conservation between Wisconsin <u>et al.</u> and Ontario through the Grouse Workshop		Arrangement	N.D.
Arrangements concerning waterfowl between Wisconsin <u>et al.</u> and Saskatchewan, Manitoba and Ontario through the Mississippi Flyway Council		Arrangement	N.D.
Arrangements concerning fisheries matters between Wisconsin and Ontario through the American Fishery Society and the North Central Division of the American Fishery Society		Arrangement	N.D.
Cooperation between Wisconsin <u>et al.</u> and Ontario through the Great Lakes Fisheries Commission		Arrangement	1956
Cooperation between Wisconsin <u>et al.</u> and Ontario through the Great Lakes Fisheries Commission's Lakes Committees		Arrangement	1956
Cooperation between Wisconsin <u>et al.</u> and Ontario through the Great Lakes Fisheries Commission's Management and Research Committee		Arrangement	1956
Cooperation between Wisconsin <u>et al.</u> and Ontario and Manitoba through the Midwest Fish and Wildlife Conference		Arrangement	N.D.
Exchange of technical information between Wisconsin and "all provincial natural resource agencies"		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Wisconsin Department of Natural Resources/	Same as Great Lakes Deer Group ("are currently considering combining into one group").
Wisconsin Department of Natural Resources/	Continuing group of Federal, State and Provincial administrative and technical natural resource agency personnel. "Meet semi-annually to exchange information, establish cooperative research and management programs concerning waterfowl and to make recommendations for regulations of the use of waterfowl research to the U.S. Department of the Interior." Sponsored by the International Association of Game and Fish Commissioners and the U.S. and Canadian Federal (U.S. Bureau of Sport Fisheries and Wildlife) Wildlife Services. Includes Saskatchewan, Manitoba, Ontario, Minnesota, Wisconsin, Michigan, Iowa, Illinois, Indiana, Ohio, Missouri, Kentucky, Tennessee, Arkansas, Louisiana, Mississippi, and Alabama.
Wisconsin Department of Natural Resources/	"All other contacts than through the CLFC are usually through professional routes" of the two Associations.
Wisconsin Department of Natural Resources/	"Annual meetings of the Commission." U.S. and Canadian Federal Governments through membership in the Great Lakes Fisheries Commission. Representatives of the eight Great Lakes States (Minnesota, Wisconsin, Indiana, Illinois, Michigan, Ohio, Pennsylvania, and New York) and Ontario.
Wisconsin Department of Natural Resources/	The individual Lake Committees involve the Canadian Provinces and adjoining states who have an interest in the various Great Lakes. Wisconsin's contact with Ontario is most frequent on Lake Superior problems."
Wisconsin Department of Natural Resources/	Meets annually. Two Federal Governments are involved.
Wisconsin Department of Natural Resources/	"Meets annually for a 3-day period during first two weeks of December." States include Minnesota, Michigan, Wisconsin, Ohio, Indiana, Illinois, Iowa, Missouri, Nebraska, Kansas, North Dakota, South Dakota; provinces include Manitoba and Ontario.
Wisconsin Department of Natural Resources/	Send all technical bulletins to provincial natural resources agencies.

STATE OF WISCONSIN (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>TRANSPORTATION</u>			
"Agreement between Wisconsin and Alberta concerning reciprocal motor vehicle fee and tax exemptions"	x	Agreement	Effective 1 July 1960
"Agreement between Wisconsin and Manitoba concerning reciprocal motor vehicle fee and tax exemptions"	x	Agreement	Effective 1 July 1960
"Agreement between Wisconsin and New Brunswick concerning reciprocal motor vehicle fee and tax exemptions"	x	Agreement	Effective 1 March 1965
"Informal reciprocal agreement regarding motor vehicle registration fees between Wisconsin and Nova Scotia"	x	Understanding	Effective 1 March 1968
"Informal reciprocal agreement between Wisconsin and Ontario concerning reciprocal motor vehicle fee and tax exemptions"	x	Understanding	Effective 17 September 1962
"Reciprocal agreement between Wisconsin and Quebec" concerning reciprocal motor vehicle fee and tax exemptions	x	Agreement	Effective 3 January 1973
"Reciprocal arrangement between Wisconsin and Saskatchewan" concerning motor vehicle fee and tax exemptions	x	Understanding	Effective 1 July 1958
"Reciprocal arrangement between Wisconsin and Saskatchewan concerning "reciprocal privileges of bus drivers" (Amendment to Saskatchewan-Wisconsin Reciprocal Arrangement)	x	Understanding	Effective 4 September 1963

(Source: India) 2000-2001

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
Department of Transportation, Alberta Department of Highways	Local government is responsible for maintenance of roads. Local government is responsible for allocation of funds. Local government is responsible for planning and developing roads.
Department of Transportation, Manitoba Department of Public Utilities	Local government is responsible for maintenance of roads. Local government is responsible for allocation of funds. Local government is responsible for planning and developing roads.
Department of Transportation,	Local government is responsible for maintenance of roads. Local government is responsible for allocation of funds. Local government is responsible for planning and developing roads.
Department of Transportation, Nova Scotia Department of Highways	Local government is responsible for maintenance of roads. Local government is responsible for allocation of funds. Local government is responsible for planning and developing roads.
Department of Transportation, Ontario Department of Transport	Local government is responsible for maintenance of roads. Local government is responsible for allocation of funds. Local government is responsible for planning and developing roads.
Department of Transportation, Quebec Department of Transport	Local government is responsible for maintenance of roads. Local government is responsible for allocation of funds. Local government is responsible for planning and developing roads.
Department of Transportation/ Saskatchewan Highway Traffic Board, Treasury Department	Local government is responsible for maintenance of roads. Local government is responsible for allocation of funds. Local government is responsible for planning and developing roads.
Department of Transportation/ Saskatchewan Highway Traffic Board, Treasury Department	Local government is responsible for maintenance of roads. Local government is responsible for allocation of funds. Local government is responsible for planning and developing roads.

STATE OF WISCONSIN (continued)

TITLE AND PURPOSE OF INTERACTION	DOCUM-ENTED	TYPE	DATE
<u>UNCLASSIFIED/GENERAL</u> Cooperation in purchasing and information exchange between Wisconsin <u>et al.</u> and Manitoba and Newfoundland through the National Association of State Purchasing Officials		Arrangement	N.D.

STATE OF WYOMING

<u>COMMERCE AND INDUSTRY</u> Exchange of information between Wyoming and Canada regarding International Association of Government Labor Officials Cooperative relationship between Wyoming <u>et al.</u> and the ten Canadian Provinces through the North American Securities Administration Association		Arrangement	N.D.
<u>EDUCATIONAL AND CULTURAL</u> "Exchange Agreements" between Wyoming and British Columbia and Quebec for legal documents		Arrangement	N.D.

UNITS RESPONSIBLE (STATE / PROVINCE)	METHOD OF IMPLEMENTATION AND COMMENTS
State Bureau of Purchases and Services, Department of Administration/Manitoba and Newfoundland purchasing agencies	Manitoba and Newfoundland joined NASPO as associate members. "We find that in purchasing matters we can frequently relate more easily to Manitoba, for example, with common suppliers and common problems than we can with the states in the far southwest."
Department of Labor and Statistics/ Secretary of State/	Information for use in Association's quarterly publication. "The organization meets periodically to promulgate uniform policies and to discuss common problems in the administration of securities acts." Mexico, and all 50 states are relevant.
Law Division State Library/ Provincial Library of British Columbia / Library of the Legislature, Quebec	Also with the Supreme Court of Canada.

IX. DOCUMENTATION OF STATE/PROVINCIAL INTERACTION

DOCUMENTATION FOR THE STATE OF ALASKA

ALASKA/EDUCATIONAL AND CULTURAL

INTERLIBRARY LOAN ARRANGEMENTS BETWEEN ALASKA ET AL. AND BRITISH COLUMBIA
THROUGH MEMBERSHIP IN THE PACIFIC NORTHWEST BIBLIOGRAPHIC CENTER (N.D.)
(DESCRIPTION)

"The only arrangement which seems relevant to libraries is through mutual membership in the Pacific Northwest Library Association (includes Alaska, Washington, Oregon, Idaho, Montana, and British Columbia).

The Pacific Northwest Bibliographic Center was organized by the above association, with membership fees by participating libraries. Now the major share of the cost is shared by Alaska, Washington, Idaho and Montana, with individual libraries in Oregon and British Columbia paying some share but not proportionate to the larger share paid by the State Libraries in the other 4 named states.

PNLA has no established office. PNBC operates from the University of Washington Library.

Through PNBC, libraries are able to locate materials within the Region, and to borrow such materials on 'interlibrary loan' for use by patrons. Thus users in British Columbia may be reading materials from an Idaho library, or vice versa, sometimes.

An annual PNLA Conference is held, with location usually rotating among the 6 member states."

ALASKA/ENERGY

FORMAL AGREEMENT BETWEEN ALASKA AND BRITISH COLUMBIA (AND THE YUKON, AND NORTHWEST TERRITORIES) TO ESTABLISH THE YUKON-TAIYA INTERNATIONAL POWER COMMISSION (1967) (DESCRIPTION AND DOCUMENT)

DESCRIPTION:

"The State has a formal agreement which is called the Yukon-Taiya Commission. The commission is made up of members appointed by the Governor of the State of Alaska, with the Commissioner of the Department of Economic Development acting as chairman for the commission. Canadian members are appointed respectively by the Premier of British Columbia and the Commissioners of the Yukon and the Northwest.

Purpose of the commission is to promulgate water resources development where the resources involved are owned by both nations. A copy of the legislation follows."

(DOCUMENT)

Chapter 20. Yukon-Taiya Commission.

Sec. 44.20.010. Yukon-Taiya Commission established. There is created in the Office of the Governor the Yukon-Taiya Commission.

Sec. 44.20.020. Duties of the commission. (a) The commission shall make a preliminary determination as to the feasibility of a diversion dam at Miles Canyon on the Yukon River above Whitehorse with the water of the upper Yukon being diverted from Lindeman Lake under Chilkoot Pass to the Taiya River.

(b) If the Yukon-Taiya diversion project is feasible, the commission shall take action necessary to initiate a more detailed combined Canadian-American feasibility study of this project.

(c) The commission shall make every effort to instigate concurrent international negotiations concerning the development of this project.

Sec. 44.20.030. Composition of commission. The Yukon-Taiya diversion project commission shall consist of three persons to be appointed by the governor. The governor shall appoint a chairman. Legislators shall be eligible for appointment to this commission.

Sec. 44.20.040. Term of membership. Each member shall serve at the pleasure of the governor.

Sec. 44.20.050. Administration. The chairman shall call meetings of the commission and formulate rules of procedure for the meetings. The chairman may request the governor to delegate to administrative departments of the state the duties and functions necessary or desirable in the gathering and compilation of information for the commission, for the implementation of resolutions adopted by the commission, and for the other purposes consistent with the intent of 10-80 of this chapter.

Sec. 44.20.060. Acceptance of grants and other aid. The commission may apply for and receive from the federal government, its agencies, or from other public or private sources, gifts, grants, or other aids available for its purposes. The commission may use a gift, grant, or other aid subject to reasonable limitations imposed by the grantor.

Sec. 44.20.070. Expenditures. The commission may expend appropriated funds for any purpose not inconsistent with the intent of 10-80 of this chapter, including, but not limited to, expenditures for feasibility studies by private firms.

Sec. 44.20.080. Reports. The commission shall report annually to the state legislature and the governor concerning the work of the commission and shall recommend legislation by Congress and the state to carry out the purposes of 10-80 of this chapter.

Sec. 44.19.881

(12) review all proposals for the location of capital improvements by any state agency and advise and make recommendations concerning location of these capital improvements.

(b) The division shall, in carrying out its function, consult with local, regional, state and federal officials, private groups and individuals, and with officials, of other countries, provinces and states, and may hold public hearings to obtain information for the purpose of carrying out the provisions of 870-881 of this chapter.

(c) The governor may establish coordinating or advisory planning groups.

Effect of amendments.--The 1970 amendment rewrote this section. The first 1972 amendment repealed paragraph (7) in subsection (a). The second 1972 amendment, effective July 1, 1972, in paragraph (10) of subsection (a), substituted "Department of Community and Regional Affairs" for "Local Affairs Agency," deleted "the activities of" following "state agencies," and substituted "problems" for "programs." The amendment also repealed paragraph (5) in subsection (a).

Chapter 20. Yukon-Taiya Commission

Sec.44.20.020. Duties of the commission. The commission shall seek the initiation of a joint United States-Canada study of the Yukon-Taiya hydroelectric project and related resources development. The commission is authorized to conduct studies, compile and publish information, and provide the good offices of the state for encouraging the development.

Sec. 44.20.030. Composition of commission. The Yukon-Taiya Commission shall consist of five persons to be appointed by the governor. The governor shall appoint a chairman. Legislators shall be eligible for appointment to this commission.

Effect of amendment.--The 1968 amendment substituted "Yukon-Taiya Commission" for "Yukon-Taiya diversion project commission" and substituted "five" for "three" in the first sentence.

ALASKA/ENVIRONMENTAL PROTECTION

EXCHANGE OF PROFESSIONAL PARTICIPATION BETWEEN ALASKA AND BRITISH COLUMBIA AND ALBERTA (AND THE NORTHWEST TERRITORIES) IN MEETINGS ON ENVIRONMENTAL PROBLEMS COMMON TO THE ARCTIC AND SUBARCTIC (N.D.) (DESCRIPTION)

"Exchange of professional participation in national meetings in the two governments concerned with environmental problems common to the Arctic and Subarctic. Personnel of this agency have visited typical facilities in the Northwest Territories and British Columbia and Alberta, while professional staff members of the Canadian national and provincial governments have in turn visited facilities and participated in meetings throughout the State of Alaska. One such meeting is the annual Science Conference sponsored by the Alaska Division of the American Association for the Advancement of Science at the University of Alaska, usually in August of each year."

ALASKA/TRANSPORTATION

AGREEMENT BETWEEN ALASKA AND BRITISH COLUMBIA REGARDING ALASKA FERRIES TERMINAL SERVICES AT PRINCE RUPERT, BRITISH COLUMBIA (1 APRIL 1971)
(DOCUMENT)

THIS AGREEMENT effective from the first day of April, 1971
BETWEEN:

HER MAJESTY THE QUEEN IN THE RIGHT OF THE PROVINCE OF BRITISH COLUMBIA
as represented by the Minister of Highways, for the Ferries Division -
B.C. Ferries

PARTY OF THE FIRST PART:
(hereinafter known as "B.C. Ferries")

AND:

STATE OF ALASKA, Department of Public Works, Division of
Marine Transportation

PARTY OF THE SECOND PART:
(hereinafter known as "Alaska Ferries")

WHEREAS Alaska Ferries requires the services of a general terminal agent including office space, waiting room facilities, operating staff, and general supervision in connection with the Alaska Ferries operations at Prince Rupert, B.C.
AND WHEREAS the B.C. Ferries is prepared to provide such services;

NOW THIS AGREEMENT WITNESSETH that in consideration of the monthly payment (in Canadian funds) of Fifty-five Hundred (\$5,500.) Dollars paid by the Alaska Ferries to B.C. Ferries, but subject to an annual adjustment as referred to in paragraph 9, B.C. Ferries covenants and agrees as follows:-

1. The B.C. Ferries agrees to furnish all labour and office space necessary to provide the services of a general terminal agent, including general supervision, for the Alaska Ferries operations at Prince Rupert, British Columbia.

2. Without limiting the generality of the foregoing, the B.C. Ferries agrees to furnish to the Alaska Ferries for the benefit and use of its passengers the following:-

- Passenger waiting room and restroom facilities
- Ticket counter and ticket selling facilities
- Space for Alaska State Communication teletype
- The furnishing and displaying of appropriate signs required by Alaska Ferries
- Luggage lockers.

3. B.C. Ferries agrees to handle requests for reservations on all sailings, north and southbound for passage, accommodations, vehicles and commercial traffic as required to conform with Alaska Ferries reservations system.

4. The B.C. Ferries agrees to prepare tickets in accordance with the reservations and accomodations requested by the passenger and prepare daily balance sheets and bank deposits and prepare ticket sales reports and inventory and be responsible to see that a sufficient stock of tickets is available at all times.

5. The B.C. Ferries agrees to handle general inquiries regarding the Alaska Ferries service and other on-line routes and to handle inquiries re connecting carriers.

6. The B.C. Ferries agrees to operate the applicable type of communications equipment and to forward reservation requests and inquiries by these means. The installation and operating costs of a teletype and VHF equipment to tie in with the Alaska State Communications System, shall be borne by Alaska Ferries.

7. In respect of the Alaska Ferries operations at the ferry terminal, B.C. Ferries agrees:-

- To provide liaison with Canadian and U. S. Customs as it pertains to incoming and outgoing traffic, foot passenger and vehicle and vessel requirements but this shall not include any costs except those specified in this agreement.

8. In consideration of the undertaking of B.C. Ferries heretofore stipulated the Alaska Ferries agree to pay B.C. Ferries the following:

- (a) Forty-eight hundred (\$4800.) Dollars per annum for Rental charge, inclusive of utilities and normal services
- (b) Twenty-one thousand, two hundred and sixth-two (\$21,262.) Dollars per annum for Supervision and Administration costs.
- (c) All labour and overtime costs attributable to staff hired for Alaska Ferries operations and which are in excess of the B.C. Ferries operational requirements.

9. As soon as may be convenient after March 31st in every year during the currency of this agreement there shall be a final adjustment between the parties when the actual cost of the items mentioned in paragraph 8 (c) have been determined. The prepayment of Fifty-five Hundred (\$5500.)

Dollars per month made by Alaska Ferries shall be applied against the total of all expenses referred to in paragraph 8 and a further payment or refund shall be made accordingly.

10. This agreement shall commence to operate on April 1st, 1971 and shall be effective for the period of one year thereafter and shall, unless re-opened for revisions by either party, be automatically renewed from year to year. If revisions are sought by either party then a request in writing must be made to the other party at least ninety days prior to renewal date.

11. Notwithstanding the provisions of Clause 10, this agreement is subject to cancellation by either party after March 31st, 1972 upon thirty days' notice being given to the other party.

IN WITNESS WHEREOF the parties hereto have executed this agreement as of the date first above written.

Province of British Columbia
Department of Highways,
Ferries Division - B.C. Ferries

State of Alaska
Department of Public Works
Division of Marine Transportation

"UNIFORM VEHICLE REGISTRATION PRORATION AND RECIPROCITY AGREEMENT"
(INTERSTATE COMPACT) BETWEEN ALASKA ET AL. BRITISH COLUMBIA
AND ALBERTA (1955) (DESCRIPTION) (DOCUMENT AS OF MAY 1971)

BACKGROUND COMMENTARY: The Vehicle Registration Proration and Reciprocity Agreement was approved by the Western Interstate Committee on Highway Policy Problems of the Western Conference, Council of State Governments, meeting in Denver, Colorado, on November 5, 1955. Previously this Committee had, in late 1954, endorsed basic principles for proration of truck registration fees and had also arranged for drafting of appropriate legislation for 1955 legislative sessions.

The Agreement became effective for the license year beginning on January 1, 1956, following adoption by nine states. Later in 1956, administrators of the Agreement met in Santa Fe, New Mexico, in conjunction with a further session of the Western Interstate Committee on Highway Policy Problems, and adopted amendments designed to accommodate proration by either the "dollar method" or by vehicle assignment. To accomplish this, Sections 14, 50, 56, 57, and 60 were amended. No changes in the text of the Agreement have been made since that date, but the title was formally changed at a meeting of the administrators of the Agreement in Kansas City, Missouri, in September, 1959, to Uniform Vehicle Registration Proration and Reciprocity Agreement.

Alaska	California	Iowa	New Mexico	(British Columbia
Arizona	Colorado	Kansas	North Dakota	Alberta)
		Minnesota	Oregon	
		Missouri	South Dakota	
		Montana	Washington	
		Nebraska	Utah	
		Nevada		

(Background Commentary Prepared by
Western Highway Institute
under supervision of the
Chairman in cooperation with
member jurisdiction, October 1971)

(DOCUMENT)

Pursuant to and in conformity with the laws of their respective States, the contracting States acting by and through their officials lawfully authorized to execute this agreement, do mutually agree as follows:

Article 1. Purposes and Principles

Section 1. Purposes of Agreement. (a) It is the purpose of this agreement to set up a system whereby any contracting State may permit owners of fleets of commercial vehicles operating in two or more States to prorate the registration of the vehicles in such fleets in each State in which the fleets operate on the basis of the proportion of miles operated within such State to total fleet miles, as defined herein.

(b) It is further the purpose of this agreement to grant reciprocity to noncommercial vehicles, and to commercial vehicles engaged in interstate operations and intrastate operations incidental thereto which are not entitled to have their registration prorated under this agreement as part of a fleet. Reciprocity entitles a vehicle which is properly registered in a contracting State, as provided in this agreement, to be exempt from registration and payment of fees in each other contracting State for the purpose of engaging in any type of interstate vehicle operation in each other contracting State.

Sec. 2. Principle of Proration of Registration. It is hereby declared that in making this agreement the contracting States adhere to the principle that each State should have the freedom to develop the kind of highway user tax structure that it determines to be most appropriate to itself, that the method of taxation of interstate commercial vehicles should not be a determining factor in developing its user tax structure, and that annual taxes or other taxes of the fixed fee type upon commercial vehicles which are not imposed on a basis that reflects the amount of highway use should be apportioned among the States, within the limits of practicality, on the basis of vehicle miles traveled within each of the States.

Article 2. Definitions

Sec. 10. State. State shall include the States of the United States, the District of Columbia, the territories of the United States, the Provinces of Canada, and the States, Territories and Federal District of Mexico.

Sec. 11. Contracting State. Contracting State shall mean a State which is a party to this agreement.

Sec. 12. Administrator. Administrator shall mean the official or agency of a State administering the fee involved, or, in the case of proration of registration, the official or agency of a State administering the proration of registration in that State.

Sec. 13. Person. Person shall include any individual, firm, co-partnership, joint venture, association, corporation, estate, trust, business trust, receiver, syndicate, or any other group or combination acting as a unit.

Sec. 14. Base State. Base State shall mean with respect to a vehicle:

(a) In the case of a commercial vehicle, the State from or in which the vehicle is most frequently dispatched, garaged, serviced, maintained, operated, or otherwise controlled, or also in the case of a fleet vehicle the State to which it is allocated for registration under statutory requirements.**

(b) In the case of a vehicle other than a commercial vehicle owned by an individual, the State of legal domicile of such individual.

(c) In the case of a vehicle other than a commercial vehicle owned by a person other than an individual, or owned by an individual who has no legal domicile, the State from or in which the vehicle is most frequently dispatched, garaged, serviced, maintained, operated, or otherwise controlled.

**Underlined language substituted by amendment adopted in Santa Fe, New Mexico, September, 1956.

In order that this section may not be used for the purpose of evasion of registration fees, the administrators of the contracting States may make the final decision as to the proper base State, in accordance with Section 37 hereof, to prevent or avoid such evasion.

Sec. 15. Commercial Vehicle. Commercial vehicle shall mean any motor vehicle having a gross weight in excess of 6000 pounds and other vehicle regardless of weight used or maintained for the transportation of persons for hire compensation, profit, or in furtherance of a commercial enterprise, or any vehicle designed, used, or maintained primarily for the transportation of property or for drawing other vehicles so designed, used or maintained.

Sec. 16. Fleet. As to each contracting State, fleet shall include only those commercial vehicles which actually travel a portion of their total miles in such State. A fleet must include three (3) or more commercial vehicles, at least two (2) of which are motor vehicles.

Sec. 17. Registration. Registration shall mean the registration of a vehicle and the payment of annual fees and taxes as set forth opposite the name of each contracting State in the Appendix hereto.

Sec. 18. Proration of Registration. Proration of registration shall mean registration of fleets of commercial vehicles in accordance with Article 4 of this agreement.

Sec. 19. Reciprocity. Reciprocity shall mean that each contracting State, to the extent provided in this agreement, exempts a vehicle from registration and the registration fees set forth in Section 17 and the Appendix.

Article 3. General Provisions

Sec. 30. Effect on Other Agreements, Arrangements, and Understandings. On and after its effective date, this agreement shall supersede any reciprocal or other agreement, arrangement, or understanding between any two or more of the contracting States covering, in whole or in part, any of the matters covered by this agreement; but this agreement shall not affect any reciprocal or other agreement, arrangement, or understanding between a contracting State and a State or States not a party to this agreement.

Sec. 31. Applicability to Exempt Vehicles. This agreement shall not require registration in a contracting State of any vehicles which are in whole or part exempt from registration under the laws or regulations of such State without respect to this agreement.

Sec. 32. Inapplicability to Caravanned Vehicle. The benefits and privileges of this agreement shall not be extended to a vehicle operated on its own wheels, or in tow of a motor vehicle, transported for the purpose of selling or offering the same for sale to or by any agent, dealer, purchaser, or prospective purchaser.

Sec. 33. Other Fees and Taxes. This agreement does not waive any fees or taxes charged or levied by any State in connection with the ownership or operation of vehicles other than registration fees as defined herein. All other fees and taxes shall be paid to each State in accordance with the laws thereof.

Sec. 34. Statutory Vehicle Regulations. This agreement shall not authorize the operation of a vehicle in any contracting State contrary to the laws or regulations thereof, except those pertaining to registration and payment of fees; and with respect to such laws or regulations, only to the extent provided in this agreement.

Sec. 35. Violations. Each contracting State reserves the right to withdraw, by order of the administrator thereof, all or any part of the benefits or privileges granted pursuant to this agreement from the owner of any vehicle or fleet of vehicles operated in violation of any provision of this agreement. The administrator shall immediately give notice of any such violation and withdrawal of any such benefits or privileges to the administrator of each other contracting State in which vehicles of such owner are operated.

Sec. 36. Cooperation. The administrator of each of the contracting States shall cooperate with the administrators of the others and each contracting State hereby agrees to furnish such aid and assistance to each other within its statutory authority as will aid in the proper enforcement of this agreement.

Sec. 37. Interpretation. The final decision regarding interpretation of questions at issue relating to this agreement shall be reached by joint action of the contracting States, acting through the administrator thereof, and shall upon determination be placed in writing.

Sec. 38. Amendment. This agreement may be amended by joint action of the contracting States, acting through the officials thereof authorized to enter into this agreement. Any amendment shall be placed in writing and become a part hereof.

Sec. 39. Effect of Headings. Article and section headings contained herein shall not be deemed to govern, limit, modify, or in any manner affect the scope, meaning, or intent of the provisions of any article or section hereof.

Sec. 40. Additional States. Additional States may become parties to this agreement by signing and accepting the terms of the agreement subject to the approval of the contracting States of any restriction, limitation, or condition imposed by such additional State upon its membership under the agreement.

Article 4. Proration of Registration

Sec. 50. Applicability. Any owner of a fleet may register the vehicles of said fleet in any contracting State by paying to said State total registration fees in an amount equal to that obtained by applying the proportion of in-state fleet miles divided by the total fleet miles, to the total fees which would otherwise be required for regular registration of each and all of such vehicles in such contracting State.

All fleet pro-rata registration fees shall be based upon the mileage proportions of the fleet during the period of twelve months ending on August 31 next preceding the commencement of the registration year for which registration is sought: Except, that mileage proportions for a fleet not operated during such period in the State where application for registration is made will be determined by the administrator upon the sworn application of the applicant showing the operations during such period in other States and the estimated operations, during the registration year for which registration is sought, in the State in which application is being made; or if no operations were conducted during such period a full statement of the proposed method of operation.*

If any commercial vehicles operate in two or more States which permit the proration of registration on the basis of a fleet of vehicles consisting of a lesser number of vehicles than provided in Section 16, such fleet may be prorated as to registration in such States, in which event the vehicles in such fleet shall not be required to register in any other contracting States if each such vehicle is registered in some contracting State (except to the extent it is exempt from registration as provided in Section 31).

*Underlined language substituted by amendment adopted in Santa Fe, New Mexico, September, 1956.

If the administrator of any State determines, based on the method of the operation thereof, that the inclusion of a vehicle or vehicles as a part of a fleet would adversely affect the proper fleet fee which should be paid his State, having due regard for fairness and equity, he may refuse to permit any or all of such vehicles to be included in his State as a part of such fleet.*

Sec. 51. Determination of Number of Vehicles in a Fleet. In determining the number of commercial vehicles in a fleet for the purposes of proration of registration, each individual unit of a combination of vehicles shall be counted as one vehicle.

Sec. 52. Total Fleet Miles. Total fleet miles, with respect to each contracting State, shall mean the total miles operated by the fleet (1) in such State, (2) in all other contracting States, (3) in other States having proportionate registration provisions, (4) in States with which such contracting State has reciprocity, and (5) in such other States as the administrator determines should be included under the circumstances in order to protect or promote the interest of his State; except that in States having laws requiring proration on the basis of a different determination of total fleet miles, total fleet miles shall be determined on such basis.

Sec. 53. Leased Vehicles. If a commercial vehicle is operated by a person other than the owner as a part of a fleet which is subject to the provisions of this article, then the operator of such fleet shall be deemed to be the owner of said vehicle for the purposes of this article.

Sec. 54. Extent of Privilege. Upon the registration of a fleet in a contracting State pursuant to this article, each vehicle in the fleet may be operated in both interstate and intrastate operations in such State (except as provided in Section 34).

Sec. 55. Application for Proration. The application for proration of registration shall be made in each contracting State upon substantially the application forms and supplements thereto appended to this agreement as Exhibit I and made a part hereof.

Sec. 56. Issuance of Identification. Upon registration of a fleet, the State which is the base State of a particular vehicle of the fleet, shall issue the required license plates and registration card for such vehicle, and each contracting State in which the fleet of which such vehicle is a part, operates shall issue a special identification identifying such vehicle as a part of a fleet which has fully complied with the registration requirements of such State. The required license plates, registration cards and identification shall be appropriately displayed in the manner required by the administrator of each respective State.**

Sec. 57. Additions to Fleet. If any vehicle is added to a prorated fleet after the filing of the original application, the owner shall file a supplemental application in accordance with the instructions. The owner shall register such vehicle in each contracting State in like manner as provided for vehicles listed in an original application and the registration fee payable shall be determined on the mileage proportion used to determine the registration fees payable for vehicles registered under the original application.*

*Underlined language substituted by amendment adopted in Santa Fe, New Mexico, September, 1956

**Language deleted by Santa Fe amendment not shown.

Sec. 58. Withdrawals from Fleet. If any vehicle is withdrawn from a prorated fleet during the period for which it is registered or identified, the owner shall notify the administrator of each State in which it is registered or identified of such withdrawal and shall return the plates, and registration card or identification as may be required by each administrator.

Sec. 59. Audits. The administrator of each contracting State shall, within the statutory authority of such administrator, make any information obtained upon an audit of records of any applicant for proration of registration available to the administrators of the other contracting States.

Sec. 60. Errors in Registration. If it is determined by the administrator of a contracting State, as a result of such audits or otherwise, that an improper fee has been paid his State, or errors in registration found, the administrator may require the fleet owner to make the necessary corrections in the registration of his fleet and payment of fees.*

Article 5. Reciprocity

Sec. 70. Grant of Reciprocity. Each of the contracting States grants reciprocity as provided in this article.

Sec. 71. Applicability. The provisions of this agreement with respect to reciprocity shall apply only to a vehicle properly registered in the base State of the vehicle, which State must be a contracting State.

Sec. 72. Non-applicability to Fleet Vehicles. The reciprocity granted pursuant to this article shall not apply to a vehicle which is entitled to be registered or identified as part of a prorated fleet.

Sec. 73. Extent of Reciprocity. The reciprocity granted pursuant to this article shall permit both interstate and intrastate operation of a vehicle which is not a commercial vehicle. The reciprocity granted pursuant to this article shall permit the interstate operation of a commercial vehicle and intrastate operation which is incidental to a trip of such vehicle involving interstate operation.

Sec. 74. Other Agreements. Nothing in this agreement shall be construed to prohibit any of the contracting States from entering into separate agreements with each other for the granting of temporary permits for the intrastate operation of vehicles registered in the other State; nor to prevent any of the contracting States from entering into agreements to grant reciprocity for intrastate operation within any zone or zones agreed upon by the States.

Sec. 75. Establishment of New Residence. Whenever an individual who is the owner of a noncommercial vehicle granted reciprocity pursuant to this agreement establishes domicile during the registration period in another contracting State, he shall not be required to register his vehicle in such State until the expiration of the current registration of the vehicle unless the law of the State otherwise provides.

*Underlined language substituted by amendment adopted in Santa Fe, New Mexico, September, 1956.

Article 6. Effective Date. Cancellation or Revocation.

Sec. 90. Effective Date. This revised agreement shall become effective upon approval and shall apply to registrations beginning with the 1957 registration year, but changes in the agreement shall not affect registrations for the 1956 registration year.**

Sec. 91. Cancellation or revocation. This agreement shall continue in full force thereafter until cancelled or revoked by the official or officials of any contracting State authorized to enter into this agreement, upon 30 days written notice to the corresponding officials of the other contracting States.

**Underlined language substituted by amendment adopted in Santa Fe, New Mexico, September, 1956. Original effective date was January 1, 1956.

DOCUMENTATION FOR THE STATE OF ARKANSAS

ARKANSAS / TRANSPORTATION

"RECIPROCAL ARRANGEMENT BETWEEN ARKANSAS AND ALBERTA REGULATING THE
OPERATION OF MOTOR VEHICLES IN THE TWO STATES" (12 APRIL 1960)
(DOCUMENT)

WHEREAS the undersigned officials of the State of Arkansas and the Province of Alberta are authorized by statute to make Reciprocal Arrangements on behalf of each of said States, it is therefore agreed by and between the said States as follows, to wit:

1. This Arrangement shall apply only to persons, firms and corporations who are now legal residents, or who hereafter may become legal residents of either of the said reciprocating States, and who are authorized to engage, or are engaged, in the operation of motor vehicles duly licensed in the State which is a party to this Arrangement and of which the owner is a legal resident.
2. It is agreed that the following shall constitute the definition of the term "Resident" used in this Arrangement:
 - (a) An individual having both his bona fide legal residence and his principal place of business in one of the States party hereto.
 - (b) Any corporation, foreign or domestic, whose principal place of business is carried on or transacted in either of the States party hereto.
3. Any bus, motor truck, truck tractor, or combination of truck and trailer or semi-trailer, engaged in interstate commerce and owned or operated by a resident of either State (as that term is herein defined) shall be exempt in the State of non-domicile from the payment of any and all fees imposed and taxes levied by such State against said owners or operators by reason of the operation of such vehicle upon the highways of the States involved, subject, however, to the limitations specified hereafter.
4. Any bus, motor truck, truck tractor, or combination of truck and trailer or semi-trailer, engaged in intrastate business in the State of non-domicile shall be required to purchase license plates in the State of non-domicile.
5. This Arrangement shall not be construed to apply to motor vehicles and trailers that are in the course of delivery from manufacturer to a dealer or from one dealer to another.
6. This Arrangement shall not be construed to authorize the operation of motor vehicles upon the highways of either of the States in excess of the maximum weight, length, width or height allowed by the law of such State in which such vehicle is being operated. All operators of vehicles carrying license of either of the States party to the Arrangement shall obey the laws and conform to the regulations governing the operation of motor vehicles in the State where they are being operated.
7. This Arrangement shall not be deemed or construed to relieve or exempt the owner or operator of any vehicle transporting persons or property for hire from any permit fees or taxes, or from complying with any laws, rules, regulations and safety measures as to operation under the jurisdiction of the Public Service Commission of either State.

8. This Arrangement shall not be deemed or construed to exempt the payment of motor vehicle fuel tax in either State.
9. Privately owned passenger motor vehicles operating for pleasure purposes and not operating for compensation, which are properly licensed and registered in the State of which the owner or operator is a legal resident, and which have complied with all the laws relative to the operation of motor vehicles in said State, may be operated in either State for ninety (90) days without payment of license fee, provided he registers same with the State Commissioner of Revenues after having been in the State thirty (30) days. After the expiration of the 90-day period said vehicle or vehicles must be licensed or registered in accordance with the laws of the State in which the vehicle is being operated.
10. This Arrangement is subject to any alterations that may be made by the Statutes in either State and is subject to mutual amendment. Cancellation by either State may be had on thirty (30) days written notice by registered mail by such notice being addressed to the authorities of the respective States negotiating this Arrangement.
11. This Arrangement shall be in full force and effect on and after the First Day of June, 1960, but shall not impose on either State any liability to refund any fees or taxes collected prior to such effective date.

IN TESTIMONY WHEREOF, the State of Arkansas and the Province of Alberta, each acting by and through its duly authorized and responsible officers or administrative regulatory bodies, have executed this Arrangement this 12 day of April, 1960.

STATE OF ARKANSAS
By Commissioner of Revenues
Director of Highways
Commerce Commission

PROVINCE OF ALBERTA
By Minister of Highways

"RECIPROCAL AGREEMENT BETWEEN ARKANSAS AND MANITOBA REGULATING THE
OPERATION OF MOTOR VEHICLES IN THE TWO STATES" (6 MAY 1960) (DOCUMENT)

WHEREAS, the undersigned officials of the State of Arkansas and the Province of Manitoba are authorized by statute to make Reciprocal Agreements on behalf of each of said States, it is therefore agreed by and between the said States as follows, to-wit:

1. This Agreement shall apply only to persons, firms and corporations who are now legal residents, or who hereafter may become legal residents of either of the said reciprocating States, and who are authorized to engage, or are engaged, in the operation of motor vehicles duly licensed in the State which is a party to this Agreement and of which the owner is a legal resident.
2. It is agreed that the following shall constitute the definition of the term "Resident" used in this Agreement:
 - (a) An individual having both his bona fide legal residence and his principal place of business in one of the States party hereto.
 - (b) Any corporation, foreign or domestic, whose principal place of business is carried on or transacted in either of the States party hereto.
3. Any bus, motor truck, truck tractor, or combination of truck and trailer or semi-trailer, engaged in interstate commerce and owned or operated by a resident of either State (as that term is herein defined) shall be exempt in the State of non-domicile from the payment of any and all fees imposed and taxes levied by such State against said owners or operators by reason of the operation of such vehicle upon the highways of the States involved, subject, however, to the limitations specified hereafter.
4. Any bus, motor truck, truck tractor, or combination of truck and trailer or semi-trailer, engaged in intrastate business in the State of non-domicile shall be required to purchase license plates in the State of non-domicile.
5. This Agreement shall not be construed to apply to motor vehicles and trailers that are in the course of delivery from manufacturer to dealer or from one dealer to another.
6. This Agreement shall not be construed to authorize the operation of motor vehicles upon the highways of either of the States in excess of the maximum weight, length, width or height allowed by the law of such State in which such vehicle is being operated. All operators of vehicles carrying license of either of the States party to the Agreement shall obey the laws and conform to the regulations governing the operation of motor vehicles in the State where they are being operated.
7. This Agreement shall not be deemed or construed to relieve or exempt the owner or operator of any vehicle transporting persons or property for hire from any permit fees or taxes, or from complying with any laws, rules, regulations and safety measures as to operation under the jurisdiction of the Public Service Commission of either State.

8. This Agreement shall not be deemed or construed to exempt the payment of motor vehicle fuel tax in either State.
9. Privately owned passenger motor vehicles operating for pleasure purposes and not operating for compensation, which are properly licensed and registered in the State of which the owner or operator is a legal resident, and which have complied with all the laws relative to the operation of motor vehicles in said State, may be operated in either State for ninety (90) days without payment of license fee, provided he registers same with the State Commissioner of Revenues after having been in the State thirty (30) days. After the expiration of the 90-day period said vehicle or vehicles must be licensed or registered in accordance with the laws of the State in which the vehicle is being operated.
10. Any private passenger automobile owner entering either State from the other State to take up gainful employment may operate for a period of thirty (30) days, provided a free permit is secured from the proper authority within ten (10) days from date he enters the State.
11. This Agreement is subject to any alterations that may be made by the Statutes in either State and is subject to mutual amendment. Cancellation by either State may be had on thirty (30) days written notice by registered mail by such notice being addressed to the authorities of the respective States negotiating this Agreement.
12. This Agreement shall be in full force and effect on and after May 16, 1970, but shall not impose on either State any liability to refund any fees or taxes collected prior to such effective date.
13. Where the word "state" appears in this Agreement it shall be deemed to include "the Province of Manitoba".

IN TESTIMONY WHEREOF, the State of Arkansas and the Province of Manitoba, each acting by and through its duly authorized and responsible officers or administrative regulatory bodies, have executed this Agreement this 6th day of May 1960.

STATE OF ARKANSAS
By Commissioner of Revenues
Director of Highways
Commerce Commission

PROVINCE OF MANITOBA
By Minister of Public Utilities
Witness

DOCUMENTATION FOR THE STATE OF CALIFORNIA

CALIFORNIA / TRANSPORTATION

RECIPROCITY ARRANGEMENT BETWEEN CALIFORNIA AND ALBERTA CONCERNING OPERATION OF MOTOR VEHICLES (20 NOVEMBER 1969) (DOCUMENT)

A Reciprocity Arrangement between the Province of Alberta and the State of California, whereby each Province and State grants to the other full reciprocity, subject to restrictions as set out herein, as to motor vehicles operated within the Province of Alberta and the State of California.

It is hereby agreed that any legally registered resident, Public Service or Commercial Motor Vehicle of either the Province of Alberta or the State of California, while engaged in through or interstate commerce, but not operating for hire between fixed termini in the Province or State granting reciprocity, shall be permitted to operate into the other Province or State on such interstate operations, on lawful business and on the same basis as permitted by the registration of its Province or State of domicile without the payment of motor vehicle privilege license fees of any kind, including registration fees, license plate fees, compensation fees, ton mileage fees, gross vehicle weight tax fees or itinerant trip permit fees, provided that such operation shall not be in violation of the laws of the Province or State extending such reciprocity.

It is agreed that either party may terminate this arrangement by giving thirty days written notice to the other party. It is agreed that the authorized representatives of the Province and State will formulate regulations governing the issuance of permits and method of identification of the excepted vehicles provided for herein.

This arrangement shall be in full force and effect on and after the 20 day of November, 1969.

State of California:
Province of Alberta:
Minister of Highways
Edmonton - Alberta

RECIPROCITY ARRANGEMENT BETWEEN CALIFORNIA AND MANITOBA CONCERNING OPERATION OF MOTOR VEHICLES (1 October 1970) (DOCUMENT)

A Reciprocity Arrangement between the Province of Manitoba and the State of California, whereby each Province and State grants to the other full reciprocity, subject to restrictions as set out herein, as to motor vehicles operated within the Province of Manitoba and the State of California.

It is Hereby Agreed that any legally registered resident, public service or commercial motor vehicle of either the Province of Manitoba or the State of California, while engaged in through or interstate commerce, but not operating for hire between fixed termini in the Province or State granting reciprocity, shall be permitted to operate into the other Province or State on such interstate operations, on lawful business and on the same basis as permitted by the registration of its Province or State of domicile without the payment of motor vehicle privilege license fees of any kind, including registration fees, license plate fees, compensation fees, ton mileage fees, gross vehicle weight tax fees, or itinerant trip permit fees, provided that such operation shall not be in violation of the laws of the Province or State extending such reciprocity.

It is Agreed that either party may terminate this arrangement by giving thirty days written notice to the other party. It is agreed that the authorized representatives of the Province and State will formulate regulations governing the issuance of permits and method of identification of the excepted vehicles provided for herein.

This Arrangement shall be in full force and effect on and after the 1st day of October, 1970.

State of California:
California Reciprocity
Commission

Province of Manitoba:
Chairman
Highway Traffic and
Motor Transport Board.
Manitoba

RECIPROCITY AGREEMENT BETWEEN CALIFORNIA AND NOVA SCOTIA CONCERNING OPERATION OF MOTOR VEHICLES (14 OCTOBER 1971) (DOCUMENT)

A RECIPROCITY AGREEMENT between the Province of Nova Scotia and the State of California, whereby the Province of Nova Scotia and the State of California grants to the other full reciprocity, subject to restrictions as set out herein, as to motor vehicles operated within the Province of Nova Scotia and the State of California.

IT IS HEREBY AGREED that any legally registered resident, public service or commercial motor vehicle of either the Province of Nova Scotia or the State of California, while engaged in through or interstate commerce but not operating for hire between fixed termini in the Province or State granting reciprocity, shall be permitted to operate into Nova Scotia or California on such interstate operations, on lawful business and on the same basis as permitted by the registration of its Province or State of domicile without the payment of motor vehicle privilege license fees of any kind, including registration fees, gross vehicle weight tax fees, or itinerant trip permit fees, provided that such operation shall not be in violation of the laws of the Province or State extending such reciprocity.

IT IS AGREED that either party may terminate this arrangement by giving thirty (30) days written notice to the other party.

IT IS AGREED that the authorized representatives of the Province of Nova Scotia and the State of California will formulate regulations governing the issuance of permits and methods of identification of the excepted vehicles provided for herein.

THIS AGREEMENT shall become effective upon approval and shall remain in full force thereafter until modified or cancelled by either party upon thirty (30) days written notice.

Dated this 14th day of October, 1971.

STATE OF CALIFORNIA:
Chairman
California Reciprocity Commission

PROVINCE OF NOVA SCOTIA:

UNDERSTANDING BY CALIFORNIA WITH ONTARIO CONCERNING COMMERCIAL TRAILER PERMIT AUTHORIZATION (N.D.) (DOCUMENT)

WHEREAS, The California Reciprocity Commission has been contacted by interested California carriers, who have requested that the Commission extend to Ontario commercial trailers the privileges of obtaining Five-Dollar, Five-Day Commercial Trip Permits for operation in California, which will increase the flexibility of interstate commerce between the jurisdictions; and WHEREAS, That although there is no commercial vehicle reciprocity between the Province of Ontario and the State of California, amicable relations exist between the two jurisdictions, now, therefore be it RESOLVED by the California Reciprocity Commission, that the Department of Motor Vehicles be authorized to issue Five-Dollar, Five-Day Commercial Trip Permits to Ontario commercial trailer owners or operators as provided by law. (A copy of this resolution is to be forwarded to the Province of Ontario Department of Transport.) This resolution shall become effective immediately and shall continue in force until modified or cancelled by the Commission upon 30 days written notice to Ontario.

CALIFORNIA RECIPROCITY COMMISSION
STATE OF CALIFORNIA
Chairman

UNDERSTANDING BY CALIFORNIA WITH QUEBEC CONCERNING COMMERCIAL TRAILER PERMIT AUTHORIZATION (N.D.) (DOCUMENT)

WHEREAS, The California Reciprocity Commission has been contacted by interested California carriers, who have requested that the Commission extend to Quebec commercial trailers the privileges of obtaining Five-Dollar, Five-Day Commercial Trip Permits for operation in California, which will increase the flexibility of interstate commerce between the jurisdictions, and WHEREAS, That although there is no commercial vehicle reciprocity between the Province of Quebec and the State of California, amicable relations exist between the two jurisdictions, now, therefore be it RESOLVED by the California Reciprocity Commission, that the Department of Motor Vehicles be authorized to issue Five-Dollar, Five-Day Commercial Trip Permits to Quebec commercial trailer owners or operators as provided by law. (A copy of this resolution is to be forwarded to the Province of Quebec Department of Transport.) This resolution shall become effective immediately and shall continue in force until modified or cancelled by the Commission upon 30 days written notice to Quebec.

CALIFORNIA RECIPROCITY COMMISSION
STATE OF CALIFORNIA
Chairman

UNDERSTANDING BY CALIFORNIA WITH SASKATCHEWAN CONCERNING CHARTER BUS
PERMIT AUTHORIZATION (8 MARCH 1972) (DOCUMENT)

WHEREAS, The California Reciprocity Commission, proceeding pursuant to Section 4004 of the California Vehicle Code, has contacted interested California carriers and given them the opportunity to be heard on whether or not the Commission should extend to Saskatchewan charter buses the privilege of obtaining five dollar, five-day Commercial Trip Permits for operation in California; and

WHEREAS, California owners or operators of buses on charter which operate into or through Saskatchewan are granted full reciprocity upon payment of a five dollars (\$5) per trip to cover government compulsory insurance fee.

WHEREAS, That although there is no commercial vehicle reciprocity between the Province of Saskatchewan and the State of California, amicable relations exist between the two jurisdictions; now, therefore be it

RESOLVED by the California Reciprocity Commission, that the Department of Motor Vehicles be authorized to issue a five dollar, five-day Commercial Trip Permits to Saskatchewan charter bus owners or operators as provided by law. (A copy of this resolution is to be forwarded to the Province of Saskatchewan Highway Traffic Board.)

This resolution shall become effective immediately and shall continue in force until modified or cancelled by the Commission upon '30 days' written notice to Saskatchewan.

CALIFORNIA RECIPROCITY COMMISSION
STATE OF CALIFORNIA
Chairman
Dated: 8 March 1972

DOCUMENTATION FOR THE STATE OF COLORADO

COLORADO/NATURAL RESOURCESUNDERSTANDING CONCERNING EXCHANGE OF VARIOUS FISH SPECIES EGGS BETWEEN
COLORADO AND ALBERTA (8 September 1971) (DOCUMENT)

8 September 1971
 Superintendent of Fish Culture,
 Division of Game, Fish & Parks,
 Denver, Colorado, USA

Dear Sir:

In response to your letter of September 1, 1971 regarding the possibility of exchanging Lake Trout Eggs for Kokanee Eggs, I regret to advise that we are not taking any Lake Trout this season. We are in the process of new construction and this prohibits us from incubating any fall spawners at this time.

Many thanks, however, for your offer and should you be interested in Lake Trout Eggs next season please drop me a note.

Yours truly,
 Chief Fish Culturist
 Fish and Wildlife Division
 Alberta Department of Lands and Forests
 Calgary, Alberta, Canada

UNDERSTANDING CONCERNING EXCHANGE OF VARIOUS FISH SPECIES EGGS BETWEEN
COLORADO AND MANITOBA (5 September 1973) (DOCUMENT)

5 September 1973
 Division of Wildlife,
 Department of Natural Resources,
 Denver, Colorado

Dear Sir:

Glad to see you back in the harness again. Your letter of August 15, 1973 is acknowledged and request for 250,000 eyed lake trout eggs will be filled providing our spawning success compares to last year.

I believe you will understand our priorities lie in exchange of eggs to meet stocking requirements in Manitoba and secondly sale of surplus eggs.

The wild brood stock in Clearwater Lake was inspected and certified by an official of the U.S.F.W., Genoa, Wisconsin in September, 1972. He will be conducting a similar culture again this year.

Eyed lake trout eggs are invoiced at \$6.00/M F. O. B. Winnipeg - payable in U. S. Funds.

I will advise regarding eggs available when spawning is completed, 1st week of October.

Best regards,
 Supervisor of Fish Culture,
 Resources Management Division
 Manitoba Department of Mines, Resources
 and Environmental Management

UNDERSTANDING CONCERNING EXCHANGE OF VARIOUS FISH SPECIES EGGS BETWEEN
COLORADO AND ONTARIO (5 February 1971) (DOCUMENT)

5 February 1971
Supervising Fish Culturist,
Division of Game, Fish and Parks,
State Of Colorado,
Denver, Colorado

Dear Sir:

Thank you for your letter of Jan. 20, 1971. We regret, of course, the unfortunate lack of success in the spawn collection program this fall. It seems that Kokanee behave like most other fish and are to some extent still unpredictable on the basis of our present knowledge. Thank you for letting us know.

We are forwarding a copy of your letter to the Fish and Wildlife Branch of our Department for their attention since they are the group who have collected the Walleye spawn for exchange purposes. I hope that they will find it possible to send the Walleye eggs as usual but I will have to ask that they reply to you directly.

Again many thanks for earlier support for our program.

Yours very truly,
Chief, Research Branch
Ontario Department of Lands and Forests
Maple, Ontario, Canada

UNDERSTANDING CONCERNING EXCHANGE OF VARIOUS FISH SPECIES EGGS BETWEEN
COLORADO AND SASKATCHEWAN (16 November 1970) (DOCUMENT)

November 16, 1970
Fort Qu'Appelle
Saskatchewan, Canada

Dear Sir:

The Lake Trout eggs arrived in fine shape. We split the shipment between two hatcheries. Enclosed is a copy of the hatchery superintendent's egg reports.

We have scheduled your rainbow eggs from Trout Lodge. I am sure they will go through as planned. Should you have any problems with delivery, survival or such, please let me know.

Thanks again for your fine cooperation.

Sincerely,
Director By
Supervising Fish Culturist

DOCUMENTATION FOR THE STATE OF CONNECTICUT

CONNECTICUT/TRANSPORTATION

RECIPROCAL ARRANGEMENT BETWEEN CONNECTICUT AND NOVA SCOTIA CONCERNING
"THE OPERATION OF MOTOR VEHICLES BY NON-RESIDENT STUDENTS" (5 August
1971) (23 July 1971) (DOCUMENT)

August 5, 1971
Registrar of Motor Vehicles
Department of Highways
Halifax, Nova Scotia
Canada

Dear Sir:

This will acknowledge your letter of July 23, 1971, in which you advise of Nova Scotia's policies with regard to the operation of motor vehicles in your province by non-resident students.

Connecticut has a liberal policy with regard to the operation of motor vehicles in this state by non-resident students. Generally speaking full-time students are allowed to operate motor vehicles in this state using licenses and registrations issued by their home jurisdiction. Connecticut's reciprocity law is of the so-called mirror type and we extend to citizens of other states and provinces the same registration and operating privileges as those foreign jurisdictions grant to Connecticut residents. Therefore instances where other states and provinces require students from Connecticut to pay fees and secure licenses and registrations this state will require the same of their students. With respect to Nova Scotia even though it is necessary for a Connecticut student to secure a registration and operator's license in view of the fact that no fee is charged we feel that we may allow students from your province to operate here using their Nova Scotia licenses and registrations.

Very truly yours,
Commissioner of Motor Vehicles
By Director
Division of Engineering
Connecticut Department of Motor Vehicles

July 23, 1971
Commissioner
Department of Motor Vehicles
Wethersfield, Connecticut

Re: Non-resident Students
Dear Sir:

The following special consideration is now being extended by the Province of Nova Scotia to a non-resident driver and vehicle owner residing temporarily in this Province by reason of attending an educational institution as a full-time student.

Upon furnishing correspondence to the Registrar of Motor Vehicles from the educational institution being attended, certifying that he is a full-time student thereof and indicating the period enrolled therein,

- (a) a DRIVER'S LICENSE will be exchanged for a valid out-of-province driver's license without fee or examination.
- (b) Nova Scotia PLATES AND PERMIT will be provided in exchange for valid out-of-province Plates and Permit without fee.

Normal registration fees would apply in respect of any renewal of Nova Scotia registration thereafter subject to normal considerations of refund in this jurisdiction which might apply if later relinquished.

Any license, plates and permit exchanged pursuant to the foregoing would be returned by this Department directly to the home province, state or territory of the student concerned.

Yours very truly,
Registrar of Motor Vehicles
Nova Scotia Department of Highways

Please advise this office concerning any existing consideration accorded or proposed for students from Nova Scotia attending educational institutions your jurisdiction.

DOCUMENTATION FOR THE STATE OF DELAWARE

DELAWARE / TRANSPORTATION"RECIPROCITY ARRANGEMENT" BETWEEN DELAWARE AND ALBERTA CONCERNING
MOTOR VEHICLES (15 JANUARY 1955) (17 JULY 1973) (DOCUMENTS)

17 JULY 1973

ATTENTION: Director, Motor Vehicles Division
Delaware Department of Public Safety

Dear Sir:

RE: Alberta - Delaware Reciprocity

Your letter of June 26th, 1973 ... has been forwarded to this Board for attention and reply.

I would advise that a reciprocity agreement between Delaware and Alberta was approved in 1955, copy enclosed. Alberta has been giving full and free reciprocity to Delaware operators on the basis of this agreement since that date.

Alberta will be entering the Western Uniform Registration and Reciprocity Agreement commencing April 1st, 1974 at which time it will change its reciprocity standards with those western Provinces and States which are already in the western agreement.

As you probably know, the A.A.M.V.A. is presently working on amalgamating the Eastern and Western agreements to make one common agreement which it hopes to finalize in St. Paul, Minnesota in June of 1974.

I feel it only fair to advise you that with entry into the Western agreement it is Alberta's intention to cancel all existing agreements with the thirty-six States it now holds reciprocity with, regardless of whether they are in agreement or not.

I would presume that Delaware is in the Eastern Agreement and with unification, we will pick up reciprocity with your State on a pro-rate mileage basis. In the meantime we will continue to honour the existing agreement until March 31st, 1974 and will give you formal notification of termination not less than thirty days in advance.

Cordially,
Chairman, HIGHWAY TRAFFIC BOARD,
Director, MOTOR TRANSPORT BRANCH.
Alberta Department of Highways and Transport.

RECIPROCITY ARRANGEMENT BETWEEN THE PROVINCE OF ALBERTA and THE STATE OF DELAWARE

A RECIPROCITY ARRANGEMENT between the Province of Alberta and the STATE OF DELAWARE, whereby each Province and State grants to the other full reciprocity, subject to restrictions as set out herein, as to motor vehicles operated within the Province of Alberta and the State of Delaware.

IT IS HEREBY AGREED that any legally registered resident, Public Service or Commercial motor Vehicle of either the Province of Alberta or the State of Delaware, while engaged in through or interstate commerce, but not operating for hire between fixed termini in the Province or State granting reciprocity, shall be permitted to operate into the other Province or State on such interstate operations, on lawful business and on the same basis

as permitted by the registration of its Province or State of domicile without the payment of motor vehicle privilege license fees of any kind, including registration fees, license plate fees, compensation fees, ton mileage fees, gross vehicle weight tax fees or itinerant trip permit fees, provided that such operation shall not be in violation of the laws of the Province or State extending such reciprocity.

IT IS AGREED that either party may terminate this arrangement by giving thirty days written notice to the other party. It is agreed that the authorized representatives of the Province and State will formulate regulations governing the issuance of permits and method of identification of the excepted vehicles provided for herein.

THIS ARRANGEMENT shall be in full force and effect on and after the 15 day of January, 1955.

STATE OF DELAWARE:
PROVINCE OF ALBERTA:
MINISTER OF HIGHWAYS

RECIPROCAL AGREEMENT BETWEEN DELEWARE AND NOVA SCOTIA CONCERNING MOTOR VEHICLES (15 AUGUST 1973) (DOCUMENT)

Pursuant to, and in conformity with the laws of the State of Delaware and the Province of Nova Scotia, acting by and through their officials lawfully authorized to execute this agreement, do mutually agree, as follows:

It is hereby agreed that any vehicle legally registered in the State of Delaware or the Province of Nova Scotia may be operated within the reciprocating State or Province without registering such vehicle in, or paying any fee to, the reciprocating State or Province except as otherwise herein provided.

All understandings and agreements, oral or written heretofore had or entered into between the parties, the effect of which was to grant reciprocity with respect to motor vehicles, are hereby mutually rescinded.

This agreement shall apply to vehicles properly registered and licensed in the State or Province of the residence of the owner, or lessee, which vehicles operate exclusively on an interstate basis, as defined herein.

This agreement shall not affect any reciprocal agreement which either the State or the Province which are parties to this agreement may have or enter into with any other State or Province.

For the purpose of this agreement "interstate movement" shall mean commerce between states or transportation which originates in one State or Province and passes into or through other States and Provinces for delivery in a state other than the State or Province of origin. "Intra-state movement" shall mean commerce within the State or Province or transportation which originates within a State or Province for delivery in the same state regardless of route traversed.

This agreement shall apply to for hire carriers, but not to motor fuel tax laws of either State or Province, or to fees imposed by the regulatory commissions of either State or Province which cannot be waived and which are not, therefore, subject to reciprocity.

Nothing contained in this agreement shall be construed as relief from compliance with the insurance requirements or other filings required by the regulatory commissions or State departments of either State or Province; nor shall this agreement waive compliance with police measures such as weight and size requirements of vehicles imposed by the laws of either state. This agreement in no way affects compliance with the laws of the road in effect in either State or Province.

"Properly registered" as applied to place of registration means:

1.- The jurisdiction where the person registering the vehicles has his residence, or

2.- In the case of a leased vehicle the jurisdiction in which it is registered if the enterprise in which such vehicle is used has a place of business therein, and, if the vehicle is most frequently dispatched, garaged, serviced, maintained, operated or otherwise controlled in or from such place of business, and the owner has assigned or leased the vehicle to such place of business.

It is agreed and understood that each of the parties to this agreement shall retain the right to require the display of a permit, sticker, or other suitable means of identification as provided or deemed necessary by either State or Province.

Any violation of the provisions of this agreement shall result in the immediate cancellation of reciprocal privileges. Each State or Province entering this agreement may act unilaterally in denying reciprocal privileges to any particular nonresident.

This agreement shall continue in full force and effect from the effective date herein enumerated and shall be terminated only upon thirty days written notice.

Entered into this 15 day of August 1973.

THE STATE OF DELAWARE

By: Director

Division of Motor Vehicles

THE PROVINCE OF NOVA SCOTIA

By:

"RECIPROCAL AGREEMENT" BETWEEN DELAWARE AND ONTARIO CONCERNING MOTOR VEHICLES (7 AUGUST 1973) (DOCUMENT)

August 7, 1973

Director,
Motor Vehicles Division,
Department of Public Safety,
Dover, Delaware, U.S.A.

Dear Sir:

Thank you for your letter of June 26th requesting a bilateral reciprocal agreement in relation to the movement of motor vehicles between Delaware and Ontario.

The measure of reciprocity which Ontario is enabled by statute to extend is shown on the attached sheet. You will note that item 1 is restricted to those jurisdictions which extend similar exemptions to Ontario residents, and items 2 and 3 are of general application.

In the case of public commercial vehicles, our legislation requires that an operating licence issued under the Motor Vehicle Transport Act (Canada) be obtained after application to the Ontario Highway Transport Board, and that trucks or tractors be registered in Ontario and licensed under the Public Commercial Vehicles Act.

Yours truly,
Assistant Deputy Minister,
Drivers and Vehicles.
Ontario Ministry of Transportation
and Communications.

MINISTRY OF TRANSPORTATION AND COMMUNICATIONS
RECIPROCITY - ONTARIO - UNITED STATES OF AMERICA

1. The Highway Traffic Act and Regulations passed under its authority provide exemption from registration to residents of a state of the United States of America that will grant similar exemptions to residents of Ontario for the following classes of motor vehicles and trailers:
 - a) Passenger Vehicles and Motorcycles
 provided that the owner does not reside or carry on business in Ontario for more than three (3) months in any one year.
 - b) Hearse or Ambulance
 - c) Motorized Mobile Home
 a motor vehicle designed, equipped and used exclusively for living accommodation commonly known as a motorized mobile home.
 - d) Public Vehicles (Buses)
 - 1) operated in a scheduled service in Ontario within ten (10) miles of its point of entry on the international boundary line between Canada and the United States
 - 2) operated on charter trips originating outside Ontario.
 - e) Commercial Motor Vehicles, Trailers or Combinations thereof
 - 1) having a gross weight of not more than 6000 pounds and being operated in Ontario for the purpose of transporting goods owned by the owner of the vehicle or vehicles, or
 - 2) being operated in Ontario for the purpose of transporting from a farm, natural products of a farm or livestock, or both, owned by the owner of the vehicle or vehicles, or
 - 3) being operated in Ontario for the purpose of transporting objects and materials used in the production of cultural presentations or exhibitions, including musical and ballet presentations and art exhibitions if such presentations or exhibitions are not carried on solely for the purpose of financial gain.
- Note - the above exemptions from registration do not apply to a commercial motor vehicle, trailer or combination thereof while being operated in Ontario on a continuous trip originating at a point outside Ontario and destined to a point outside Ontario.
2. Trailers or Semi-Trailers
 displaying a valid registration plate issued by a state or where the owner is in compliance with the provisions of the law of the State in which he resides in respect to registration of trailers, are exempt from registration in Ontario.
 3. 5-Day Permits
 a permit may be issued authorizing the operation in Ontario of a commercial motor vehicle or trailer or combination thereof, owned by a resident of a State, for a period of not more than 5 days upon payment of a fee of \$20... .

"RECIPROCAL AGREEMENT" BETWEEN DELAWARE AND QUEBEC CONCERNING MOTOR VEHICLES (14 SEPTEMBER 1972) (DOCUMENT)

Pursuant to, and in conformity with the laws of the State of Delaware and the Province of Quebec, acting by and through their officials law-fully authorized to execute this agreement, do mutually agree, as follows:

It is hereby agreed that any vehicle legally registered in the State of Delaware or the Province of Quebec may be operated within the reciprocating State or Province without registering such vehicle in, or paying any fee to, the reciprocating State or Province except as otherwise herein provided.

All understandings and agreements, oral or written heretofore had or entered into between the parties, the effect of which was to grant reciprocity with respect to motor vehicles, are hereby mutually rescinded.

This agreement shall apply to vehicles properly registered and licensed in the State or Province of the residence of the owner, or lessee, which vehicles operate exclusively on an interstate basis, as defined herein.

This agreement shall not affect any reciprocal agreement which either the State or the Province which are parties to this agreement may have or enter into with any other State or Province.

For the purpose of this agreement "interstate movement" shall mean commerce between states or transportation which originates in one State or Province and passes into or through other States and Provinces for delivery in a state other than the State or Province of origin. "Intrastate movement" shall mean commerce within the State or Province or transportation which originates within a State or Province for delivery in the same state regardless of route traversed.

This agreement shall apply to for hire carriers but not to motor fuel tax laws of either State or Province, or to fees imposed by the regulatory commissions of either State or Province which cannot be waived and which are not, therefore, subject to reciprocity.

Nothing contained in this agreement shall be construed as relief from compliance with the insurance requirements or other filings required by the regulatory commissions or State departments of either State or Province; nor shall this agreement waive compliance with police measures such as weight and size requirements of vehicles imposed by the laws of either state. This agreement in no way affects compliance with the laws of the road in effect in either State or Province.

"Properly registered" as applied to place of registration means:

1.- The jurisdiction where the person registering the vehicle has his residence, or

2.- In the case of a leased vehicle the jurisdiction in which such vehicle is used has a place of business therein, and, if the vehicle is most frequently dispatched, garaged, serviced, maintained, operated or otherwise controlled in or from such place of business, and the owner has assigned or leased the vehicle to such place of business.

It is agreed and understood that each of the parties to this agreement shall retain the right to require the display of a permit, sticker, or other suitable means of identification as provided or deemed necessary by either State or Province.

Any violation of the provisions of this agreement shall result in the immediate cancellation of reciprocal privileges. Each State or Province entering this agreement may act unilaterally in denying reciprocal privileges to any particular non-resident.

This agreement shall continue in full force and effect from the effective date herein enumerated and shall be terminated only upon thirty days written notice.

Entered into this 14 day of SEPTEMBER 1972.

THE STATE OF DELAWARE
By: Director, Motor Vehicles

THE PROVINCE OF QUEBEC

DOCUMENTATION FOR THE STATE OF FLORIDA

FLORIDA/TRANSPORTATIONMIRROR TYPE RECIPROCITY BETWEEN FLORIDA AND CANADIAN PROVINCES ON
INTERSTATE COMMERCE CARRIERS (N.D.) (DOCUMENT)

Gentlemen:

From the information contained in your recent communication, it appears that your operation is entitled to reciprocity in interstate activities in Florida. However, if your equipment becomes engaged in intrastate operations, it will immediately become subject to registration with this department.

The Florida Weight Law is based on the bridge formula and the distance between the front and rear axle. This Law permits a width of eight feet; a height of thirteen feet six inches; a maximum length in combinations of fifty-five feet; single units thirty-five feet; except buses and three axle vehicles are permitted forty feet. Special Permits for oversize and overweight vehicles may be obtained from the Permit Section, Department of Transportation, Tallahassee, Florida. Permit fee is based on the size and weight of vehicle and load. Fee will be furnished upon request and receipt of necessary information.

Florida grants reciprocity on "Road Taxes" to reciprocal states. Gasoline tax of eight cents (8¢) per gallon will be due on each gallon over fifty (50) gallons brought into the state in operating tanks and is payable to the Motor Fuels Division, State Comptroller's Office, Tallahassee, Florida.

Any "For Hire" operation in interstate commerce must obtain a Certificate of Registration, register their vehicle and obtain a Cab Card from the Florida Public Service Commission, 700 South Adams Street, Tallahassee, Florida.

Anyone importing or bringing into the State of Florida tangible personal property taxable under the Florida Sales and Use Tax Law (OTHER THAN BY COMMON CARRIERS OPERATING OVER REGULATED ROUTES AND SCHEDULES) must register as a dealer and secure an Importation Permit. For information about this paragraph please write to Florida Revenue Commission, Use Tax Division, Carlton Building, Tallahassee, Florida.

The State of Florida has either formal or informal license plate reciprocity agreements with all the States.

We will be glad to hear from you, should you require additional information.

Administrative Assistant
Division of Motor Vehicles

RECIPROCITY ARRANGEMENT BETWEEN FLORIDA AND ALBERTA ON MOTOR VEHICLES
(1 January 1963) (DOCUMENT)

A RECIPROCITY ARRANGEMENT between the Province of Alberta and the STATE OF FLORIDA, whereby each Province and State grants to the other full reciprocity, subject to restrictions as set out herein, as to motor vehicles operated within the Province of Alberta and the State of Florida.

IT IS HEREBY AGREED that any legally registered resident, Public Service or Commercial Motor Vehicle of either the Province of Alberta or the State of Florida, while engaged in through or interstate commerce, but not operating for hire between fixed termini in the Province or State granting reciprocity, shall be permitted to operate into the other Province or State on such interstate operations, on lawful business and on the same basis as permitted by the registration of its Province or State of domicile without the payment of motor vehicle privilege license fees of any kind, including registration fees, license plate fees, compensation fees, ton mileage fees, gross vehicle weight tax fees or itinerant trip permit fees, provided that such operation shall not be in violation of the laws of the Province or State extending such reciprocity.

IT IS AGREED that either party may terminate this arrangement by giving thirty days written notice to the other party. It is agreed that the authorized representatives of the Province and State will formulate regulations governing the issuance of permits and method of identification of the excepted vehicles provided for herein.

THIS ARRANGEMENT shall be in full force and effect on and after the first day of January, 1963.

Florida (Jurisdiction)
By: Motor Vehicle Commissioner
Chairman, Fla. Railroad and
Public Utilities Commission
State Road Department

State of Florida
Governor
Province of Alberta
Minister of Highways

RECIPROCITY ARRANGEMENT BETWEEN FLORIDA AND QUEBEC ON MOTOR VEHICLES
 (1 September 1967) (DOCUMENT)

A RECIPROCITY ARRANGEMENT between the Province of Quebec and the State of Florida, whereby each Province and State grants to the other full reciprocity, subject to restrictions as set out herein, as to motor vehicles operated within the Province of Quebec and the State of Florida.

IT IS HEREBY AGREED that any legally registered resident, Public Service or Commercial Motor Vehicle of either the Province of Quebec or the State of Florida, while engaged in an interstate movement, but not while engaged in an intrastate movement between fixed termini in the Province or State granting reciprocity, shall be permitted to operate into the other Province or State on such interstate movements, on lawful business and on the same basis as permitted by the registration of its Province or State of domicile without the payment of motor vehicle privilege license fees of any kind, including registration fees, license plate fees, compensation fees, ton mileage fees, gross vehicle weight tax fees or itinerant trip permit fees, provided that such operation shall not be in violation of the laws of the Province or State extending such reciprocity.

FOR THE PURPOSE of this agreement "interstate movement" shall mean commerce between states or transportation which originates in one State or Province and passes into or through other States and Provinces for delivery in a state other than the State or Province of origin. "Intrastate movement" shall mean commerce within the State or Province or transportation which originates within a State or Province for delivery in the same state regardless of route traversed.

IT IS AGREED that either party may terminate this arrangement by giving thirty days written notice to the other party. It is agreed that the authorized representatives of the Province and State will formulate regulations governing the issuance of permits and method of identification of the excepted vehicles provided for herein, with the exceptions as set forth in the attached appendix.

THIS ARRANGEMENT shall be in full force and effect on and after the first day of September, 1967.

PROVINCE OF QUEBEC
 Minister of the Department of
 Transportation and Communications

STATE OF FLORIDA
 Governor
 Director, Dept. of Motor Vehicles
 Chairman, Public Service Commission
 Chairman, State Road Department

APPENDIX "A"

Exceptions to the Arrangement:

The Transportation Board of the Province of Quebec will assess the Transport Board tax against the motor carriers coming under its jurisdiction as provided in the Transportation Board Act, chapter 228 of the 1964 Revised Statutes of Quebec.

The Florida Public Service Commission will assess the road tax on motor carriers coming under its jurisdiction as provided in the Florida Motor Carrier Act, chapter 323, Florida Statutes.

It is to be understood that this reciprocity arrangement will not apply to the driver or the owner of a vehicle who infringes the prescription of either the Transportation Board Act as provided in the Transportation Board Act, chapter 228 of the 1964 Revised Statutes of Quebec or the Florida Public Service Commission regulations as provided in the Florida Motor Carrier Act, chapter 323, Florida Statutes.

DOCUMENTATION FOR THE STATE OF GEORGIA

GEORGIA/TRANSPORTATION**"RECIPROCITY ARRANGEMENT" BETWEEN GEORGIA AND QUEBEC CONCERNING MOTOR VEHICLE LICENSE FEES (1 December 1968) (DOCUMENT)**

A RECIPROCITY ARRANGEMENT between the Province of Quebec and the State of Georgia, whereby each Province and State grants to the other full reciprocity, subject to restrictions as set out herein, as to motor vehicles operated within the Province of Quebec and the State of Georgia.

IT IS HEREBY AGREED that any legally registered resident, Public Service or Commercial Motor Vehicle of either the Province of Quebec or the State of Georgia, while engaged in an interstate movement, but not while engaged in an intrastate movement between fixed termini in the Province or State granting reciprocity, shall be permitted to operate into the other Province or State on such interstate movements, on lawful business and on the same basis as permitted by the registration of its Province or State of domicile without the payment of motor vehicle privilege license fees of any kind, including registration fees, license plate fees, compensation fees, ton mileage fees, gross vehicle weight tax fees or itinerant trip permit fees, provided that such operation shall not be in violation of the laws of the Province or State extending such reciprocity. This Arrangement does not apply to the fees charged by either the Transportation Board of the Province of Quebec or the fees charged by the Georgia Public Service Commission.

FOR THE PURPOSE of this agreement "interstate movement" shall mean commerce between states or transportation which originates in one State or Province and passes into or through other States and Provinces for delivery in a state other than the State or Province of origin. "Intrastate movement" shall mean commerce within the State or Province or transportation which originates within a State or Province for delivery in the same state regardless of route traversed.

IT IS AGREED that either party may terminate this arrangement by giving thirty days written notice to the other party. It is agreed that the authorized representatives of the Province and State will formulate regulations governing the issuance of permits and method of identification of the excepted vehicles provided for herein.

THIS ARRANGEMENT Shall be in full force and effect on and after the first day of December, 1968.

PROVINCE OF QUEBEC
Minister of the Department of
Transportation and Communications

STATE OF GEORGIA
Chairman Reciprocity Committee
Member, Reciprocity Committee
Member, Reciprocity Committee

DOCUMENTATION FOR THE STATE OF HAWAII

HAWAII/EDUCATIONAL AND CULTURAL

EXCHANGE OF CORRESPONDENCE AND VISITS CONCERNING "THE CONCEPT AND OPERATION" OF THE ONTARIO SCIENCE CENTRE AS A MODEL FOR A NEW HAWAII STATE PROGRAM ESTABLISHING THE HAWAII FOUNDATION FOR HISTORY AND THE HUMANITIES (1969-1970) (DESCRIPTION AND DOCUMENTS)

DESCRIPTION: [The] Majority Leader visited Ontario Science Centre in November, 1969. He returned to Hawaii greatly impressed with the concept and operation of the Ontario Science Centre. Subsequent correspondence (copies enclosed) between my office and [the] Director-General of the Ontario Science Centre and [the] Director of Programs for the Centre was followed by on-site review and study of the Centre by [the] Assistant Majority Floor Leader.

The establishment of a new state program, the Hawaii Foundation for History and the Humanities...was an outgrowth of [this] interest in the Ontario Science Centre.

(DOCUMENTS)

May 21, 1970
Director of Interpretation
Ontario Science Centre
770 Don Mills Road
Ontario, Canada

Dear Sir:

...The Majority Leader of the Hawaii State House of Representatives visited the Ontario Science Centre and returned to Hawaii greatly impressed with your facility.

I am very much interested in having a few persons tour your Centre to acquire more information regarding its construction and operation. I would like to make arrangements to have a comprehensive and in-depth tour and review of the Centre and its operations for the purpose of evaluating the possibilities of establishing a similar facility in Hawaii.

I am writing to both you and [the] Director-General, for assistance in arranging a suitable tour as soon as possible. Any assistance you may be able to furnish me in this matter will be greatly appreciated.

Speaker, Hawaii House of Representatives

June 5th, 1970
Speaker,
House of Representatives,
State Legislature,
State Capital,
Honolulu, Hawaii.

Dear Sir:

Thank you for your letter of May 21st, 1970. Due to some postal delivery mix-up, I received your letter yesterday. ...

We shall be delighted to work with your group for a comprehensive and in-depth study. We have had several distinguished visitors from the United States, who are involved in the formation or expansion of similar ventures.

If we can know who the members of your study group are going to be and their general specific area of interests, we could arrange for specific people on our side to discuss these areas.

I am certain [our] Architect would be delighted to meet your party. Perhaps you have already done so, but I shall take the liberty of informing [him] of your intentions.

I have discussed the matter of your visit with our Chief Education Officer. He informs me that our Education Program involving scheduled visits by school groups will close its season on June 25th, 1970. We have processed a total of 213,515 students [as of May 31st, 1970] through our free admission Education Program. The number of students processed by our program on any given school week have ranged between 1300 to 2200 per day, mainly paced between 10 a.m. and 3:30 p.m. I mention this for those in your group who may be particularly interested in our more formalized educational program. Although formalized our program is based on the notion of individual challenges and discoveries. [He] also informs me that if your party arrives after June 25th, 1970 he could arrange for special student groups to visit the Centre for a run-through of the educational program. This, of course, will depend on several days' advance notice.

I was much amiss on [the Speaker's] visit here in not arranging for meetings with political members involved in the project. I have given notice of your visit to our recently appointed Director of Information, former Executive Assistant to [the] Minister of Tourism and Information, under whose Department the Ontario Science Centre belongs. [He] will make every effort to arrange meetings with those in political offices you may wish to confer.

It has become somewhat the Central Theme of this place that most visitors enjoy the process of discovering and experiencing for themselves. I would like to suggest that the initial and substantial part of your party's visit be based on relatively random and individual roaming around, snooping around and experiencing the Centre as it is.

I suspect that the arranged discussions which follow will be much more concrete and meaningful.

I truly look forward to meeting your group and sharing whatever experiences related to the project that may be of use to your venture.

Director of Interpretation
Ontario Science Centre

DOCUMENTATION FOR THE STATE OF IDAHO

IDAHO/NATURAL RESOURCES**"UNDERSTANDING" BETWEEN IDAHO AND BRITISH COLUMBIA FOR COOPERATIVE PARTICIPATION AND FINANCING OF BIGHORN SHEEP TRAPPING AND TRANSFER OPERATIONS (SINCE ABOUT 1963) (DESCRIPTION AND DOCUMENTS)**

DESCRIPTION: Understanding with Director, Department of Recreation and Conservation, Fish and Game Branch, Victoria B.C.

- A. Understanding for cooperative participation and financing of trapping bighorn sheep in Canada for release on public lands in habitat suitable to them for establishing bighorns in areas presently not inhabited by them in Idaho.
- B. Clearance and approval for transportation, inspection, importation and related matters
- C. This action depending on availability of bighorns and suitable local conditions.

(DOCUMENTATION)

Director
 Idaho State Department of Game
 518 Front Street
 Boise, Idaho
 U. S. A.

Dear Sir:

I am enclosing a statement of expenditures for the fiscal year 1963 in connection with the co-operative sheep trapping and transfer operation that was engaged in by our respective Departments, and a cheque made out in your favour to the sum of seven hundred and ninety four dollars and twenty-three cents (\$794.23) Canadian funds, which constitute the unexpended balance of your contribution.

While our efforts were only moderately successful this year we learned a great deal during the operation. I am sure that we shall be able to take more sheep with considerably less effort this coming year. We intend to erect the trap as soon as conditions are suitable this summer and continue with the project as outlined in previous correspondence; I refer to my letter of March 8, 1963 and yours of March 21, 1963.

It now appears that yearly expenses may exceed the yearly estimate of \$1000.00 to \$1500.00 per year in view of the amount expended on helicopter hire during last seasons operations. However, in view of last years experience I am confident that more sheep will be obtained with less effort, so costs per sheep should be considerably reduced.

I suggest that my Department keep accounts of all expenditures incurred in connection with the project, and upon completion of operations I shall submit a statement thereof to be shared on a 50/50 basis.

In view of the fact that the complete catch was assigned to you last year it is essential that we retain enough for at least one introduction into other ranges in British Columbia this coming year.

I wish to thank you for your cooperation and assistance in this matter and look forward to a continuance of the project with pleasure.

Director, Fish and Game Branch
 Department of Recreation and Conservation
 Victoria, British Columbia
 April 15th, 1964

Director
Idaho Fish and Game Department
P. O. Box 25
600 S. Walnut Street
Boise, Idaho 83707

Dear Sir:

Thank you for your December 30th letter regarding the sheep trapping operation. Like yourself, we are pleased with the success of this year's efforts.

We are prepared to continue the operations next year. Your enquiry on means by which the trapping methods can be improved has been forwarded to ... our Regional Wildlife Biologist involved in the operation. ...

Best wishes for the new year.

Director, Fish and Wildlife Branch
Department of Recreation and Conservation
Victoria, British Columbia
January 6, 1967

IDAHO/TRANSPORTATION

"INFORMAL AGREEMENT" BETWEEN IDAHO AND BRITISH COLUMBIA "ON SNOW PLOWING HIGHWAYS ADJACENT TO THE INTERNATIONAL BOUNDARY" (N.D.) (DESCRIPTION)

DESCRIPTION: The Idaho Department of Highways has an informal agreement with the province of British Columbia on snow plowing highways adjacent to the international boundary. "Whoever plows first will continue past the international boundary to the Customs Buildings turnaround in each case." The turnarounds are approximately 300 feet to the U. S. side and 700 feet to the Canadian side. The agreement works well with the finest of cooperation existing.

DOCUMENTATION FOR THE STATE OF ILLINOIS

ILLINOIS / ENVIRONMENTAL PROTECTION

ARRANGEMENT BETWEEN ILLINOIS ET AL. AND ONTARIO THROUGH THE GOVERNOR'S GREAT LAKES REGION INTERDISCIPLINARY PESTICIDE COUNCIL (2 SEPTEMBER 1969) (DESCRIPTION AND DOCUMENT)

DESCRIPTION: "Originally created created as a "Five-State" Committee in 1969 by governors of Michigan, Indiana, Illinois, Minnesota, and Wisconsin, recently added Ohio. The Province of Ontario, usually represented by the Ministry of Agriculture and Food, but also by the Ministries of Natural Resources, and of the Environment, actively participates in this forum for the exchange of pesticide and hazardous materials information of mutual concern to the States and the Province of Ontario. The U.S. EPA is also represented. "Interdisciplinary" aspects relate to Agriculture, Health, Natural Resources and Water Quality..."

[There have been] meetings [in] 1969, 1970, 1971, 1972 (Quarterly)

February 1, 1973	Marriott Motor Hotel, Chicago
April 26, 1973	Marriott Motor Hotel, Chicago
July 19, 1973	Cara Inn, Toronto, Ontario
October 18, 1973	Flying Carpet Inn, Chicago
January 24, 1974	Chicago

(DOCUMENT)

GOVERNORS' 5-STATE INTERDISCIPLINARY PESTICIDE COUNCIL

July 7, 1971

Introduction

The governors of Michigan, Indiana, Illinois, Minnesota and Wisconsin took action on September 2, 1969 authorizing the establishment of a five-state interdisciplinary council to consider the pesticide problems that are unique to the Lake Michigan basin. The council established by the five governors when they met at Colorado Springs during the 1969 National Governors Conference is a body numbering 20 individuals. The council roster includes four persons from each of the five states, with representation from four areas or disciplines, namely, agriculture, health, natural resources and water quality.

Current membership on the council includes:

Illinois - Chief Engineer, Environmental Protection Agency

Director, Dept. of Agriculture

Director, Dept. of Conservation

Director of Public Health

Indiana - Director, Bur. of Food & Drugs, Board of Health

Bureau Director, Board of Health

Head, Dept. of Entomology, Purdue University

Michigan - Director, Div. of Fisheries, Dept. of Natural Resources

Michigan - Director, Dept. of Agriculture

Supv. Water Quality Appraisal, Dept. of Nat. Res.

Chief, R&D Div., Dept. of Nat. Resources

Chief, Bur. of Labs, Dept. of Public Health

Minnesota - Director, Division of Agronomy Service,
 Department of Agriculture
 Deputy Executive Officer, Board of Health
 Tech. Asst. to Director, Div. of Game &
 Fish, Department of Conservation
 Chief, Special Services, Div. Water Quality,
 Pollution Control Agency

Wisconsin - Assistant Secretary, Dept. of Agriculture
 Bureau of Engineering, Dept. of Natural Resources
 Chief, Section of Lab. Evaluation,
 Department of Health and Social Services
 Administrator, Div. of Environmental Protection,
 Dept. of Natural Resources

The council chairman is Assistant Secretary of the Wisconsin Department of Agriculture, and a member of the Minnesota Department of Agriculture serves as secretary.

How It All Began

In the early spring of 1969 the problem of DDT in Lake Michigan fish, including the popular Coho salmon, was dramatized. Concern over the future of the commercial and sport fishing industry for Lake Michigan prompted the Michigan governor to call a meeting of the governors in the five-state area in Chicago on April 20, 1969 to consider the problem.

The action taken in Chicago resulted in the creation of four separate committees, with representation from each state. The committees were agriculture, natural resources, health and water. The committees were asked to report their findings on pesticide use patterns as it related to their respective areas, to make an appraisal of pesticide use contributing to the problem in Lake Michigan, and to make appropriate recommendations for solution of the problems in the region.

Each of the four committees worked independently and made their reports to the governors on June 30, 1969 when they met at Wichita, Kansas. Because the reports pointed up somewhat different viewpoints and conclusions in the several areas, the governors requested that a steering committee representing the four disciplines meet to prepare a single set of recommendations. This was done and presented to the governors for their consideration on September 2, 1969 when they were together at Colorado Springs for their national meeting.

One of the recommendations of the steering committee concurred in by the governors dealt with the establishment of a 5-State Interdisciplinary Pesticide Council, with the membership from individual states to be named by the respective governor.

The first meeting of the council was held in Chicago on February 11, 1970.
Council Objectives

Basically, the purpose of the council is to:

- 1 - Enhance communications between the states and between the several disciplines.
- 2 - To act as a coordinating body between the five states in the area of pesticide control.

Major Functions and Activities

In order for the group to function effectively, it is necessary for its membership to be fully informed in the total pesticide area. This has been accomplished in part through detailed presentations to the council on:

- 1 - The activities of the Lake Michigan Enforcement Conference.
- 2 - An in-depth review of the mercury problem in the Great Lakes.
- 3 - A report from the Mrak Committee representatives dealing with the recommendations of that H.E.W. committee.
- 4 - A review of USDA pesticide concerns, functions and responsibilities.

Since the council is not funded and serves at the pleasure of the governors of the five states, its function is restricted largely to a role of coordinating activities between the states.

One of the major accomplishments of the earlier agriculture committee which immediately preceded the establishment of the interdisciplinary council was a five-state survey of general farm use of pesticides. This was achieved through the cooperation of the state-federal Statistical Reporting Services in each of the states.

The report of 1969 agricultural usage brought together for the first time information on the extent of pesticide use in the region.

It is the plan to continue the agricultural survey annually.

The interdisciplinary council is currently working with these same statistical reporting offices with the objective of developing a broad, comprehensive survey of all types of pesticide use. In addition to agriculture it is hoped that information can be obtained on use in urban areas.

The council also took formal action to write to each of the governors in the five states urging them to ascertain that their state is proceeding rapidly in full establishment of the monitoring program of pesticide levels in streams tributary to the Upper Great Lakes. It was suggested that the program also include polychlorinated biphenyls and other environmental contaminants such as mercury. The governors were also urged to include necessary funds in their respective state budgets to match available federal funds.

Another specific activity of the council was the sponsorship of a pesticide symposium designed to provide decision makers in the five-state area with a "background for decision." Nationally recognized leaders in the pesticide area participated in a day-long program at Purdue University. The Symposium proceedings have been captured in a special report which was distributed to the participants.

Conclusion

As indicated at the outset, the 5-State Interdisciplinary Pesticide Council was established to serve a coordinating function. In the short time that it has been in existence it has been clearly demonstrated that disciplines with divergent viewpoints can deal objectively with the environmental issues related to pesticide use in the five-state area. Obviously, this approach will not solve all of the problems, but a regional approach involving all of the major, related disciplines has established a pattern for dealing positively with a matter of great public concern during the decade of the 70's.

EXCHANGE OF INFORMATION BETWEEN ILLINOIS AND MANITOBA ON ENVIRONMENTAL AFFAIRS (14 DECEMBER 1973) (DOCUMENT)

December 14, 1973
Director,
Environmental Protection Agency,
2200 Churchill Road,
Springfield, Illinois 62706

Dear Sir:

We are currently drafting Air Pollution Regulations and criteria for the Province of Manitoba. We would be interested in obtaining

from your department a complete set of Air Pollution Regulations.

No doubt, these regulations would include ambient air quality standards, emission criteria, licensing procedures, test methods, clean air acts, etc. This information would greatly aid us in the formation of our regulations.

Also, it would be greatly appreciated if we could be placed on a mailing list for publications and new legislation which may be forthcoming from your department.

Thank you for your response.

Yours truly,
Chemist
Environmental Protection Branch
Manitoba Department of Mines,
Resources and Environmental Management.

ILLINOIS/NATURAL RESOURCES

UNDERSTANDING BETWEEN ILLINOIS AND ONTARIO FOR COOPERATIVE FISHERY MANAGEMENT IN ACCORDANCE WITH THE GREAT LAKES FISHERIES COMMISSION (1974) (DOCUMENT)

State of Illinois
Department of Conservation
Administrative Order -January 19, 1974

ARTICLE XXVII - RULES AND REGULATIONS APPLYING TO COMMERCIAL FISHING IN THE WATERS OF LAKE MICHIGAN UNDER THE JURISDICTION OF THE STATE OF ILLINOIS IN ACCORDANCE WITH THE PROVISIONS OF SECTION 4, 6 OF THE FISH CODE OF ILLINOIS

A. IT IS UNLAWFUL:

1. For any person to take trout including lake trout, salmon, and white fish with commercial fishing devices from the waters of Lake Michigan under the jurisdiction of the State of Illinois.
 2. For any person to possess trout including lake trout, salmon, and lake white fish taken by commercial fishing devices from the waters of Lake Michigan under the jurisdiction of the State of Illinois.
- B. Commercial fishing devices will be operated at locations and depths to avoid the taking of all trout including lake trout, salmon and lake white fish.
- C. Any incidental catch of trout including lake trout, salmon, and lake white fish in commercial fishing devices, primarily used to catch legal commercial species, shall be returned to the lake immediately with no exceptions.

The above rules and regulations are established for the purpose of joint cooperative management of the fishery resources of Lake Michigan with the other States bordering Lake Michigan and the United States Government. This joint regulatory effort is to provide proper regulations of interest to the Great Lakes Fishery Commission involving the Canadian Government, the United States Government, the Province of Ontario, and the States bordering the Great Lakes.

Violators of the foregoing provisions shall be subject to the penalties prescribed under Section 5.7 of the Fish Code of Illinois.

The laws supplementing this Administrative Order are to be found in Chapter 56 of the Illinois Revised Statutes.

The effective date of this Administrative Order shall be January 19, 1974.

Director
Department of Conservation

DOCUMENTATION FOR THE STATE OF INDIANA

INDIANA/TRANSPORTATION

"RECIPROCITY UNDERSTANDING BY CORRESPONDENCE" BETWEEN INDIANA AND
 ALBERTA CONCERNING MOTOR VEHICLE REGISTRATION AND FEE EXEMPTIONS
 (17 OCTOBER 1955) (1 NOVEMBER 1955) (DOCUMENTS)

State of Indiana Reciprocity Commission
 Indianapolis, Indiana U.S.A.

Dear Sir:

This will acknowledge receipt of your letter dated October 17th, in which you suggest a reciprocal arrangement be consummated through the medium of letters. I thank you for the same. I am very pleased to accept this arrangement and hereunder pledge as follows:

It is hereby agreed that any legally registered resident, public service or commercial motor vehicle of the State of Indiana, while engaged in interstate or foreign commerce, but not operating for hire between fixed termini in the Province of Alberta, shall be permitted to operate into, through or out of the Province of Alberta on such interstate or foreign operations, on lawful business and on the same basis as permitted by the registration of the State of Indiana. This will all be without the payment of corresponding motor vehicles privilege license fees of any kind, including registration fees, license plate fees, compensation fees, ton mileage fees, gross vehicle weight tax fees or itinerant trip permit fees, provided that such operations shall not be in violation of the laws of the Province of Alberta and provided further that nothing in this arrangement shall be construed as exempting either common or contract carriers engaged in the transportation of passengers or property for compensation, in the interstate or foreign commerce, from obtaining either a certificate or authority or a permit to operate motor vehicles as is required by the Province of Alberta.

If the State of Indiana will grant Alberta operators these privileges, please advise by correspondence and our Inspection Forces will be instructed accordingly.

With kindest regards, I remain,

ALBERTA MINISTER OF HIGHWAYS
 Edmonton, Alberta

November 1, 1955
 Minister of Highways
 Edmonton, Alberta
 Canada

Dear Sir:

Sorry that I was unable to answer your letter of October 21st as it arrived in Indianapolis during my absence.

Indiana is happy to accept this proposal and our Enforcement Division of the Indiana State Police are being advised as to the contents of this agreement.

Will you please instruct the Canadian operators from your Province that before coming into Indiana they must secure their permit or certificate from this commission. Thereafter, they will be required to carry a copy of their authority in the cab of each vehicle.

Trusting that this will prove to be a benefit both to Canadian operators and Indiana operators, I remain, INDIANA RECIPROCITY COMMISSION

"RECIPROCITY UNDERSTANDING BY CORRESPONDENCE" BETWEEN INDIANA
AND MANITOBA CONCERNING MOTOR VEHICLE REGISTRATION AND FEE
EXEMPTIONS (7 MARCH 1956) (20 MARCH 1956) (DOCUMENTS)

March 7, 1956

Commissioner of Motor Vehicles
Department of Public Utilities
Revenue Building
Winnipeg, Manitoba, Canada

Dear Sir:

It is impossible for us to negotiate a formal agreement with Manitoba, as this would have to clear through the Department in Washington and the American Consul in Winnipeg. Therefore, we would like to solve this problem with the Province of Manitoba in the same manner as agreed to by the Province of Alberta.

I am attaching our proposal as submitted and accepted by Alberta.

Will you please acknowledge the receipt of this proposal, stating that Manitoba will grant the same privileges.

INDIANA RECIPROCITY COMMISSION

PROPOSAL

It is hereby agreed that any legally registered resident, public service or commercial motor vehicle of the Province of Manitoba, while engaged in interstate or foreign commerce, but not operating for hire between fixed terminae in the State of Indiana, shall be permitted to operate into, through, or out of the State of Indiana on such interstate or foreign operations, on lawful business and on the same basis as permitted by the registration of the Province of Manitoba. This will all be without the payment of corresponding motor vehicle privilege license fees of any kind, including registration fees, license fees of any kind, including registration fees, license plate fees, compensation fees, ton mileage fees, gross vehicle weight tax fees or itinerant trip permit fees, provided that such operations shall not be in violation of the laws of the State of Indiana and provided further, that nothing in this agreement shall be construed as exempting either common or contract carriers engaged in the transportation of passengers or property for compensation, in the interstate or foreign commerce, from obtaining either a certificate of authority or a permit to operate motor vehicles as is required by the State of Indiana.

If the Province of Manitoba will grant Indiana operators these privileges, please advise by correspondence and our state police authorities will be instructed accordingly.

March 20, 1956

Indiana Reciprocity Commission
Public Service Commission of Indiana
Indianapolis, Indiana

Dear Sir:

Many thanks for your letter of the 7th inst. enclosing Proposal between the State of Indiana and the Province of Manitoba with respect to Public Service or Commercial motor vehicles.

This Proposal is satisfactory to Manitoba and Manitoba will grant the same privileges forthwith.

CHAIRMAN, MOTOR CARRIER BOARD
Commissioner of Motor Vehicles
Department of Public Utilities
Winnipeg, Manitoba

KANSAS/EDUCATIONAL AND CULTURAL

"EXCHANGE OF LEGAL INFORMATION BY RECIPROCAL AGREEMENT" BETWEEN KANSAS AND CANADIAN PROVINCES" (SINCE 1961) (DOCUMENT: MISSOURI STATE STATUTE 75-2538)

75-2538. Same; exchanges with other states and governments. It shall be the duty of the state librarian to procure from other states and governments of the United States and foreign countries, societies and institutions, their documents, laws, judicial decisions and publications by exchanging those of this state for them. (L. 1963, ch. 422 5; July 1.)

Source or prior law: 75-2510 Research and Practice Aids: States 73
C. J. S. States 60 et seq.

KANSAS/TRANSPORTATION

INTERSTATE RECIPROCAL AGREEMENT RELATING TO THE RECOGNITION OF VEHICLES PROPERLY REGISTERED BETWEEN KANSAS AND MANITOBA (20 SEPTEMBER 1956)

WHEREAS, The undersigned officials of the State of Kansas and the Province of Manitoba, Canada are authorized by statute to make reciprocal arrangements on behalf of said State and Province, it is therefore arranged by and between the said State of Kansas and the Province of Manitoba as follows, to wit:

Paragraph 1. This Arrangement as of the date it takes effect terminates and cancels all Arrangements made by the contracting parties heretofore.

Paragraph 2. This Arrangement shall apply only to persons, firms and corporations (who are now legal residents, or who hereafter may become legal residents of either said reciprocating State or Province), and who are authorized to engage, or are engaged in the operation of motor vehicles duly licensed in the State or Province which is a party to this Arrangement and of which the owner is a legal resident.

Paragraph 3. Private passenger automobiles not operated for hire duly licensed in the State or Province of which the owner and operator is a legal resident shall be allowed to operate in the other reciprocating State or Province without the payment of any fees or license tax.

Paragraph 4. Owners of trucks, truck-tractors, trailers and semi-trailers used for the transportation of the actual property of the owner of such vehicle may operate the same into the other State or Province, party to this Arrangement, without the payment of any license registration fees, weight taxes, mileage taxes or motor carrier permit or public utility fees: Provided, however, When the resident of either the reciprocating State or Province shall establish a place of business or become engaged in intrastate commerce within such other State or Province, all motor vehicles so operated shall be registered by the owner thereof in accordance with the laws of the State or Province in which such business is located.

Paragraph 5. Motor vehicles including trucks, truck-tractors, trailers, and semitrailers transporting property for hire and/or compensation or transporting property for sale, lease, rent or bailment may be operated in the State and the Province parties to this Arrangement

without the payment of motor vehicle license registration fees, weight fees, mileage taxes or motor carrier permit or public utility fees, when the owner thereof engages only in interstate commerce in the State or Province granting reciprocity to that of his domicile.

Paragraph 6. Nothing contained in this Arrangement shall in anywise be construed as:

(a) Applicable to any bus, motor truck, or combination of truck and trailer or semitrailer engaged in intrastate commerce or business in the State or Province of non-domicile; or

(b) authorizing the operation of motor vehicles upon the highways of the State of Kansas or Province of Manitoba in excess of the maximum weight, length, width, or height allowed by the law of such State or Province in which such vehicle is being operated; and all operators of vehicles carrying license of the State of Kansas or Province of Manitoba shall obey the laws and conform to the regulations governing the operation of motor vehicles in the State or Province where they are being operated; or

(c) relieving or exempting the owner or operator of any vehicle from complying with any laws, rules, regulations and safety measures as to operation of such State or Province; or

(d) exempting the payment of motor fuel taxes in the State of Kansas or Province of Manitoba; or

(e) exempting the payment of property taxes in the State of Kansas or the Province of Manitoba; or

(f) exempting vehicles, carriers, owners or drivers from submission to inspection by lawful authorities or stopping at ports of entry and weigh stations, and making declarations and furnishing information as required by law in the State of Kansas or Province of Manitoba; or

(g) altering or varying the insurance or financial responsibility laws or regulations of the State of Kansas or the Province of Manitoba.

Paragraph 7. This Arrangement may be annulled thirty days after notice by either reciprocating State or Province to the other.

Paragraph 8. This Arrangement shall be in full force and effect on and after August 1, 1956, but shall not affect any fees or taxes imposed by the State of Kansas or the Province of Manitoba prior to such effective date nor shall it impose on such State or Province any liability to refund any fees or taxes collected prior to such effective date.

STATE OF KANSAS

PROVINCE OF MANITOBA

MOTOR VEHICLE RECIPROCITY COMMISSION

CHAIRMAN

SECRETARY-MEMBER

Date: September 20, 1956

Approved: Governor of the State of Kansas

Date: September 20, 1956

"LIMITED INTERSTATE RECIPROCAL AGREEMENT RELATING TOrecognition
OF CERTAIN PROPERLY REGISTERED VEHICLES" BETWEEN KANSAS AND ONTARIO
(19 OCTOBER 1966) (DOCUMENT)

19 October 1966
Deputy Registrar of Motor Vehicles
Department of Transport
Parliament Buildings
Toronto 2, Ontario Canada

Dear Sir:

This is to acknowledge your letter of August 26, 1966,
... which enclosed a sheet setting out the reciprocity
Ontario is prepared to offer residents of Kansas. You request our con-
firmation that Ontario residents operating in Kansas will receive
similar exemptions.

It is the purpose of this letter to confirm the arrangement pro-
posed in your letter of August 26, 1966 and to consent thereto in
accordance with our statute K.S.A. 74-4302, which authorizes our Com-
mission to so consent if the consent is approved by our governor. For
this reason, this letter is signed by the chairman and secretary of this
Commission and approval hereof is indicated by the signature of our
Governor.

Yours very truly,

Approved:
Governor of the State
of Kansas.

Chairman Kansas Motor Vehicle
Reciprocity Commission
Secretary

ONTARIO DEPARTMENT OF TRANSPORT
RECIPROCITY - ONTARIO-UNITED STATES OF AMERICA

The Highway Traffic Act and Regulations passed under its authority
provide exemption from registration to residents of a state of the
United States of America that will grant similar exemptions to the
residents of Ontario for the following classes of motor vehicles and
trailers:

- a) Passenger Vehicles and Motorcycles - provided that the owner does not reside or carry on business in Ontario for more than three (3) months in any one year.
- b) Hearse or Ambulance
- c) Motorized Mobile Home - a motor vehicle designed, equipped and used exclusively for living accommodation commonly known as a motorized mobile home.
- d) Public Vehicles (Buses)
 - (1) operated in a scheduled service in Ontario within ten (10) miles of its point of entry on the international boundary line between Canada and United States
 - (2) operated on charter trips originating outside Ontario.
- e) Commercial Motor Vehicles, Trailers or Combinations thereof
 - (1) having a gross weight of not more than 6000 pounds and being operated in Ontario for the purpose of transporting goods owned by the owner of the vehicle or vehicles, or

- (2) being operated in Ontario for the purpose of transporting from a farm, natural products of a farm or livestock, or both, owned by the owner of the vehicle or vehicles, or
- (3) being operated in Ontario for the purpose of transporting objects and materials used in the production of cultural presentations or exhibitions, including musical and ballet presentations and art exhibitions if such presentations or exhibitions are not carried on solely for the purpose of financial gain.

Note - the above exemptions from registration do not apply to a commercial motor vehicle, trailer or combination thereof while being operated in Ontario on a continuous trip originating at a point outside Ontario and destined to a point outside Ontario.

- f) Trailer or Semi-trailer when drawn by a commercial vehicle registered in Ontario and operated within:

- (1) ten (10)miles of its point of entry where the point of entry is on the boundary line between Canada and the United States of America other than the boundary between the State of Michigan and the Province of Ontario or
- (2) Twenty (20) miles of its point of entry where the point of entry is on the boundary between the State of Michigan and the Province of Ontario . . .

DOCUMENTATION FOR THE STATE OF KENTUCKY

KENTUCKY/HUMAN SERVICES**"INTERSTATE AGREEMENT FOR REMOVAL OF DEPENDENT CHILDREN" BETWEEN KENTUCKY AND CANADIAN PROVINCES (N.D.) (DOCUMENT)**

Commonwealth of Kentucky
 Department of Child Welfare
 Frankfort, Kentucky
**INTERSTATE AGREEMENT FOR REMOVAL OF
 DEPENDENT CHILDREN FROM KENTUCKY**

The _____ of _____ having responsibility for
 (Name of Agency) (Name of State)
 a dependent child who has been taken by _____
 (Name of Child) (Name of Foster Parents)

_____ into their home for the purpose of making (him) (her)
 (Address)
 a part of their family, agrees to remove from the State of Kentucky said child,
 during its minority, in case it becomes dependent or delinquent. This
 agreement becomes void when an adoption is consummated. In all other cases
 whenever it is evident that the child will not become a satisfactory member
 of the foster family, the _____ shall be notified and shall
 (Name of Agency)

remove the child at no expense to Kentucky or any of its political subdivisions
 within a period of _____ days after notice was received.

 (Agency)

 (Date)

By _____
 (Name of officer authorized)
 Approved for state of _____

 (Title)

 (Name of Agency)

 (Date)

By _____
 (Name of Executive)
 Accepted for Kentucky as conditioned.

 (Title)

STATE DEPARTMENT OF CHILD WELFARE

 (Date)

By _____
 (Name of Executive)

 (Title)

UNDERSTANDING BETWEEN KENTUCKY AND BRITISH COLUMBIA ON AN "IMPORTATION OF CHILDREN GUARANTEE OF RESPONSIBILITY" (5 February 1973) (DOCUMENT)

This AGREEMENT, made this 5th day of February, 1973, between the Superintendent of Child Welfare for the Province of British Columbia, Victoria, British Columbia, party of the first part, and the Department of Child Welfare, 403 Wapping Street, Frankfort, Kentucky, party of the second part, witnesseth: WHEREAS, said party of the second part desires to send _____ born July 12, 1971, into the Province of British Columbia for the purpose of placing such child in the home of Mr. and Mrs. _____ for adoption.

NOW, THEREFORE, in consideration of the said party of the first part's giving consent to the importation of said child, Said party of the second part hereby agrees to authorize the return of said child to the Department of Child Welfare, 403 Wapping Street, Frankfort, Kentucky (and to pay for all reasonable expenses of the same), if for some reason this adoption is not completed.

IN WITNESS WHEREOF, the said parties have hereunto set their hands and seals the day and year first above written.

Approved and Accepted for the State of Kentucky

Department of Child Welfare February 6, 1973

(Name of Executive) Chief, Special Services

Department of Rehabilitation and Social Improvement February 26, 1973

By (Name of officer authorized) Deputy Superintendent of Child Welfare

KENTUCKY/TRANSPORTATION

RECIPROCITY ARRANGEMENT BETWEEN KENTUCKY AND ALBERTA ON MOTOR VEHICLES (15 May 1962) (DOCUMENT)

A RECIPROCITY ARRANGEMENT between the Province of Alberta and the STATE OF Kentucky, whereby each Province and State grants to the other full reciprocity, subject to restrictions as set out herein, as to motor vehicles operated within the Province of Alberta and the State of Kentucky.

IT IS HEREBY AGREED that any legally registered resident, Public Service or Commercial Motor Vehicle of either the Province of Alberta or the State of Kentucky, while engaged in through or interstate commerce, but not operating for hire between fixed termini in the Province or State granting reciprocity, shall be permitted to operate into the other Province or State on such interstate operations, on lawful business and on the same basis as permitted by the registration of its Province or State of domicile without the payment of motor vehicle privilege license fees of any kind, including registration fees, license plate fees, compensation fees, ton mileage fees, gross vehicle weight tax fees or itinerant trip permit fees, provided that such operation shall not be in violation of the laws of the Province or State extending such reciprocity.

IT IS AGREED that either party may terminate this arrangement by giving thirty days written notice to the other party. It is agreed that the authorized representatives of the Province and State will formulate regulations governing the issuance of permits and method of identification of the excepted vehicles provided for herein.

THIS ARRANGEMENT shall be in full force and effect on and after the 15th day of May, 1962.

STATE OF KENTUCKY
PROVINCE OF ALBERTA

UNDERSTANDING BETWEEN KENTUCKY AND ONTARIO ON COMMERCIAL AND CHARTERED
BUSES (9 January 1962) (DOCUMENT)

January 9, 1962
 Assistant Commissioner,
 Department of Motor Transportation,
 Frankfort, Kentucky.

Dear Sir:

Thank you for your letter of December 12th in answer to my enquiry of November 22nd, 1961, concerning buses on chartered trips.

The limit to which reciprocity may be extended to owners of commercial motor vehicles from other countries is set out in the attached quote from the Highway Traffic Act and the Regulations.

This relates chiefly to buses operating on chartered trips and requires no formal agreement.

Ontario has always welcomed the operation of buses from Kentucky on charter trips without obtaining Ontario plates. I trust I will receive your favourable reply in order that we may continue this practice.

Registrar of Motor Vehicles
 Ontario Department of Transport

Encl.

The Highway Traffic Act of Ontario
 Section 12 (2)

"Sections 6 and 8 and subsection 1 of section 10 do not apply to a motor vehicle owned by a person who does not reside or carry on business in Ontario for more than three months in any one year if the owner thereof is a resident of a country or state that grants similar exemptions and privileges with respect to motor vehicles registered under the laws of and owned by residents of Ontario and has complied with the provisions of the law of the country or state in which he resides as to registration of a motor vehicle and the display of registration plates thereon; but this subsection does not apply to commercial motor vehicles".

Regulations

10. "Every commercial motor vehicle,
 - (a) that is registered in a reciprocating state of the United States of America that grants exemptions for commercial motor vehicles similar to the exemptions granted by this section; and
 - (b) that is owned by a resident of the reciprocating state, is exempt from registration while the vehicle is being driven or operated in Ontario if the vehicle is,
 - (c) a hearse or ambulance;
 - (d) a public vehicle operated in a scheduled service in Ontario within ten miles of its point of entry on the international boundary line between Canada and the United States of America or operated on chartered trips originating outside Ontario;
 - (e) a trailer or semi-trailer when drawn by a commercial motor vehicle registered in Ontario and operated within,
 - (i) ten miles of its point of entry where the point of entry is on the boundary line between Canada and the United States of America other than the boundary between the State of Michigan and the Province of Ontario, or
 - (ii) twenty miles of its point of entry where the point of entry is on the boundary between the State of Michigan and the Province of Ontario."

DOCUMENTATION FOR THE STATE OF LOUISIANA

LOUISIANA/EDUCATIONAL AND CULTURAL

ARRANGEMENT BETWEEN LOUISIANA AND QUEBEC ESTABLISHING THE COUNCIL FOR THE DEVELOPMENT OF FRENCH IN LOUISIANA (1970/71) (DESCRIPTION)

The Council for the Development of French in Louisiana, known as CODOFIL, was established to further the development, utilization and preservation of the French language as found in the state of Louisiana for cultural, economic, and touristic benefit of the state. To meet its goals and purposes CODOFIL is using its funds (CODOFIL was budgeted \$165,822.00 for Fiscal Year 1973-1974) for the following:

(1) CODOFIL is attempting to develop and preserve the French language in Louisiana through both the education system and the French speaking public at large.

(2) CODOFIL is attempting through exchange and scholarship programs to build a cadre of qualified French teachers in Louisiana.

The Council is extremely active in promoting and encouraging all sorts of visits and exchanges with France and Quebec. These range from tourism to formal educational programs. Much of it is still developing and the full nature and scope is still much in flux.

ARRANGEMENT BETWEEN LOUISIANA AND QUEBEC FOR A TOUR PROGRAM (1970) (DESCRIPTION)

Tour Program - For the past four years, CODOFIL has been conducting camp and tour programs in Quebec for the young people of Louisiana. The purpose of the camp and tour programs is to provide an opportunity for the young people in Louisiana to meet with people in the French speaking world in a French environmental setting. This program has the cooperation of the Quebec, Canadian, Louisiana, and United States governments. The Canadian and Quebec governments subsidize the program by offering reduced rates to Louisiana students while they are housed in the camps in Quebec.

ARRANGEMENT BETWEEN LOUISIANA AND QUEBEC FOR STUDENT ACADEMIC RALLY WINNER TRIPS (N.D.) (DESCRIPTION)

Student Rally Winners - Each spring the colleges and universities in the state of Louisiana conduct academic rallies and festivals. The winners of the area rallies are then invited to a state rally conducted under the auspices of Louisiana State University in Baton Rouge.

CODOFIL provides grants to rally winners in French in each district. The award to each student consists of all-expense paid trips to Quebec, Canada to enroll in a university which will improve the student's ability in the use of the French language. During 1972-73, 150 Louisiana students attended schools in Canada.

ARRANGEMENT BETWEEN LOUISIANA AND QUEBEC ON A FRENCH LANGUAGE TEACHING ASSISTANCE PROGRAM (1968) (DESCRIPTION)

French Language Teaching Assistance Program - Act 408 of 1968, passed during the regular session of the Louisiana Legislature provided that all public elementary schools offer at least five years of French instruction and that at least three years of French instruction be offered in the state's high schools. Any parish or city school board may ask the State Board of Education that they be excluded from this requirement and such requests cannot be denied.

To implement this French instruction in the public schools, CODOFIL engages in the French Language Teaching Assistants Program. This is a program whereby Louisiana schools may participate by admitting a French or Canadian student from an English Studies Department in France provided that the student is specializing in American French teaching capacity. The French language teaching assistants are not qualified to take on full teaching responsibilities either in terms of time or preparation. They are native speakers who are available for work in conversation, language laboratories, a French house or club, cultural activities, and French and Canadian courses. The students are carefully selected by French and Canadian governments from a list of candidates who have reached an education level equivalent to the junior level in a Louisiana university or college.

Thus, in implementing this program in Louisiana, there is cooperation between the Louisiana, United States, French, and Canadian governments.

LOUISIANA/TRANSPORTATION

RECIPROCITY BETWEEN LOUISIANA AND ONTARIO ON EXEMPTION FROM REGISTRATION OF MOTOR VEHICLES AND TRAILERS (26 August, 2 September 1966) (DOCUMENT)

Director
Motor Vehicle Division
Department of Revenue
Baton Rouge, Louisiana, U.S.A.

Dear Sir:

This is to advise you that regulations have now been approved, extending commercial motor vehicle and trailer registration exemptions to residents of a State of the United States of America that will grant similar exemptions to a resident of Ontario.

The enclosed sheet sets out the reciprocity Ontario is prepared to offer residents of your State.

I would appreciate your confirmation that Ontario residents operating in your State will receive similar exemptions. No formal agreement is required. Upon receipt of your confirmation, we will instruct the Departments throughout the Province to exempt such vehicles from your State from displaying Ontario plates while operating here.

Deputy Registrar of Motor Vehicles
Department of Transport
Toronto, Ontario, Canada

(For sheet see under Kansas, page 337.) -- -- --

2 September 1966

Deputy Registrar of Motor Vehicles, Department of Transport
Parliament Buildings, Toronto, Ontario, Canada

Dear Sir:

I have your reciprocal proposals and formal agreement. I shall be glad to reciprocate under the conditions that you outlined in your agreement.

Director, Motor Vehicle Division, Department of Revenue
Baton Rouge, Louisiana, U.S.A.

DOCUMENTATION FOR THE STATE OF MAINE

MAINE / COMMERCE AND INDUSTRY

COMMITMENT BETWEEN MAINE AND QUEBEC TO WORK TOGETHER "TO AN INCREASE IN THE EXCHANGE OF PRODUCTS BETWEEN THE TWO REGIONS" (MAY 1972) (DOCUMENTS)

JOINT COMMUNIQUE

MAY 1972

At the invitation of Québec's Prime Minister Robert Bourassa, Governor Kenneth M. Curtis of Maine and a delegation of French-speaking legislators and senior civil servants from that state, paid an official two-day visit to Québec City on May 4 and 5.

In the talks held during that visit, both leaders reviewed all the ties that already exist between the two territories and their people. They expressed particular pleasure regarding the excellent relations between the people of Québec and those of Maine who are of French origin or culture.

The Governor of Maine and the Prime Minister of Québec are fully aware of the need for continued collaboration between both governments in several fields, particularly economy, culture and education and realize that Québec, as the home base of all French-speaking people in America, can lend its support to the survival and development of French in New England; accordingly they drew up a regular exchange program.

During the final meeting held on Friday, May 5, and chaired by [the] Vice Prime Minister and Minister of Intergovernmental Affairs, and [the] Governor of Maine, and directed by [the] Commissioner General for Outside Cooperation and [the] special advisor to the Governor of Maine, the two parties considered the following projects:

EDUCATION

Québec and Maine intend to begin exchanges of information and documentation concerning their systems of education.

They will examine the possibility of organizing the following:

- practical training sessions for students of ENAP in the Maine administration and the welcoming of ENAP students from Maine who have specialized in public administration;
- student exchanges between universities;
- summer training periods in Québec for teachers from Maine and for students studying French at the secondary level;
- collaboration between INRS and research centers in Maine;
- dispatch to Maine of teachers of French at the elementary and secondary levels;
- exchange of teaching material.

CULTURE

Québec and Maine will study practical methods for exchanges between the Portland Symphony and the Québec Symphony Orchestra, as well as between smaller ensembles.

Québec will promote the showing of Québec films in Maine through its office in Boston.

It will give its support to a Québec Film Festival in Portland.

The two parties will organize exhibitions of ancient and modern art from Québec and Maine at their respective universities.

Québec will continue its policy of presenting books and audio-visual documentation to French language institutions in Maine.

COMMUNICATIONS

Québec intends to encourage the creation, at Lewiston, of a French language radio station as well as an exchange of producers, and will further the development of French-language programs and broadcasts for radio and television stations.

It will invite, at its own expense, an official from educational radio and television networks to come to Québec in order to familiarize himself with our audio-visual productions.

Québec is much interested in the coming exhibition at Skowegan and will take steps towards a possible participation in this event. Maine, for its part, will study the possibility of participation in various exhibitions in Québec.

During the year, the leaders of the Franco-Québec Youth Bureau and of Maine's governmental bodies in charge of youth policy will hold discussions to draw up a program of exchanges of young workers in various professions.

ROADS

Both governments will exchange senior civil servants attached to Roads and Transport and will carry out comparative studies of their road systems.

ECONOMY

Québec and Maine have decided to work together to further their economic development and, in particular, have committed themselves to an increase in the exchange of products between the two regions. They also intend to adopt a common policy as regards the problems of oil supplies.

The two parties will develop a common policy in the battle against the diseases which affect the flora of their forests.

The Government of Maine has decided to support Québec in its request for a decrease in the obstacles which at present confront the exchange of temporary labor between the two regions.

The government of Québec and Maine have decided to set up a joint committee on cooperation entrusted with planning and carrying out exchanges between their respective territories.

The Governor of Maine and the Vice Prime Minister respectively appointed ..., Commissioner General for outside cooperation, and ..., special adviser to the Governor, to act as co-chairmen of this committee. The respective co-chairmen for Québec and Maine will decide as to the composition of this committee.

Governor of the State of Maine Vice Prime Minister of Québec

Official Statement
following the meeting
of Maine and Quebec officials

June 10 & 11, 1973

Augusta, Maine

At the invitation of Maine's Governor ..., the Vice Prime Minister of Québec, the Honorable ..., with a delegation of Québec government officials, paid an official visit to Augusta, Maine on June 10 and 11, 1973. It was also in response to a similar visit made by Governor ... and a group of Maine legislators to Québec City on May 4 and 5, 1972.

Governor ... and Vice Prime Minister ... discussed issues of common interest, notably in the field of energy, including oil and electric power. Covered in their talks were deep water ports, refineries, pipelines as well as inter-regional electrical networks, energy plants, and the bulk sale of electricity.

The Québec officials and their Maine counterparts first met sectionally by sphere of interest and then in a plenary session presided by Governor ... and Vice Prime Minister ..., and directed by ..., Commissioner General for External Cooperation at the Ministry of Inter-governmental Affairs. The goal of this first meeting of the Joint Committee on Cooperation was to set up an exchange program for the years 1973 and 1974. The two parties have agreed to specific exchange projects in the areas of economics, education, cultural affairs, youth, and communications.

ECONOMIC AFFAIRS

An identical sum of money will be appropriated by both Maine and Québec for technical missions to study the possibilities of cooperation in fuel and forests. It was suggested that a permanent committee be set up for that purpose.

There will be an exchange of materials in the forestry area. In addition, the Maine Forestry Department and the Québec Ministry of Lands and Forests will lay the groundwork for a possible fall meeting to develop better planning. Related forest industries from both Maine and Québec may also participate at this fall meeting.

EDUCATION

The following projects in the field of education have been approved by Maine and Québec.

1. Québec grants thirty scholarships of \$130 each to Maine students for an intensive six-week study program of French at the Centre Linguistique du Saguenay in Jonquière, P.Q.
2. A professor of Québec culture will travel to St. Francis College in Biddeford for the 1973 summer session (July 2-27). Québec will pay the professor's salary and St. Francis College will defray his travel and rooming expenses.
3. A projected exchange of professors of second language on either the elementary or secondary level is scheduled for the 1974-75 academic year. Five professors from each territory will participate. The salary of the teachers will be paid by the education committee of those who participate in the exchange. Each teacher will have \$250 to take care of his traveling and settling-in expenses.
4. The Department of Education will study the possibility of an exchange of research graduate students between the University of Maine and a university in Québec.
5. Both parties have agreed to exchange pertinent information concerning school structures and programs of study.

CULTURAL AFFAIRS

Maine and Québec have agreed to several programs of cultural concern.

1. Maine and Québec will exchange officials from the Maine Department of Education and Cultural Services and the Québec Ministry of Cultural Affairs to study each other's administrative structure and to determine the best possible cultural programs for 1973-74. Québec and Maine will supply a sum of \$750.

2. A large Québec festival is scheduled to take place in Maine in October of 1973. The festival will feature films, theatre, and folklore. Maine will designate the city or cities where it will be held. A sum of \$10,000 will finance the festival, \$5,000 being put up by each party.
3. As the Québec Ministry of Cultural Affairs would like to include Maine areas in its theatre and cultural circuits, the government will send an impresario to determine the feasibility of such performances in Maine. The final decision will be made at the next meeting of the Joint Committee on Cooperation. A sum of \$750 is proposed by each party to finance the project.
4. Québec will participate in a research project at the University of Maine at Fort Kent to collect material on the cultural traditions of Acadian origin in the Madawaska region. The total cost of the project will be \$6,000, with Québec contributing \$1,000, and the University of Maine at Fort Kent, the Maine Commission on the Arts and Humanities, the University of Moncton, and the University of Laval assuming the remaining costs. A copy of the material will be sent to each financial participant.
5. Five Maine professors of French will travel to the University of Québec at Trois-Rivières for a course on Québec studies in the latter part of the summer of 1973. The Québec Ministry of Cultural Affairs will furnish an instructor. The respective parties will share the expenses. Mention was also made of the possibility of an exchange of jazz bands and of an exchange of exhibitions for the years 1974-75 of Maine and Québec sketches, watercolors, and photography.

YOUTH EXCHANGES

A program of youth exchanges was drawn up by an official of the Office Franco-Québécois pour la Jeunesse and by Maine's State Youth Coordinator. It was emphasized that these exchanges are being developed on a much more serious basis than that of tourism alone, specifically, to stimulate cooperation and to strengthen relations between Maine and Québec.

1. The Maine State Youth Coordinator will travel to Montreal and be oriented in the operational processes of the Franco-Québécois exchange program. \$100 will be provided by Maine and \$140 by Québec.
2. A young, fourteen-member Québec music and song group will tour Maine for two weeks sometime between September 15 and November 15, 1973. Maine will disburse \$1,500 and Québec \$350.
3. There will be an exchange of fifteen Maine youths between the ages of 18 and 30 engaged professionally in the operation of youth services in Maine. They will study in Québec the fields of social services, sports, education, juvenile delinquency, and recreation between September 15 and December 15, 1973. Québec will furnish \$2,500 and Maine \$300.
4. The director of the Québec youth exchange program and the Maine State Youth Coordinator will meet in Maine in March, 1974, to evaluate youth exchange programs to date.
5. Two future projects are being explored:
 - a. an ocean fisheries tour in Maine by Québec youths employed in fisheries industry
 - b. a forestry tour in Québec by Maine youths employed in the forest industry

COMMUNICATIONS

The officials in the field of communications had an exploratory meeting where areas of similarity and program-making were discussed. An exchange of information will follow.

Officials of the Maine Public Broadcasting Network would like to explore the FM radio station at Laval University and perhaps exchange specialists with Radio-Québec. A public affairs project was discussed where Radio-Québec would act as a content referral service for Maine communications people.

Maine will send two or three specialists to a Radio-Québec intensive training session in Montreal in August, 1973, dealing in broadcast media techniques.

Québec Ministry of Cultural Affairs has reiterated its support for a French language radio station at Lewiston. The Québec government has stated that it will help furnish French-speaking announcers and provide financial assistance.

Québec will convey to the appropriate authorities at the Ministry of Communications Maine's desire to have Québec cable television extended to the outlying regions of Maine.

The budget for the various areas of exchanges for the years 1973-1974 as approved by the Joint Committee is as follows:

(in dollars)	Québec	Maine
Economics	2,000	2,000
Education	7,900	2,500
Cultural Affairs	8,500	6,500
Youth	4,000	2,000
Communications	500	500
TOTALS	\$22,900.	\$13,500.

The Governor of Maine and the Vice Prime Minister of Québec expressed their pleasure at the fruitful course which cooperation has taken. It is hoped that the exchanges and projects undertaken will not only consolidate the friendship and strengthen the relations between the two territories, but also preserve and perpetuate the cultural ties for future generations.

Governor of Maine

Vice Prime Minister of Québec

COOPERATION BETWEEN MAINE AND THE MARITIME PROVINCES ON A MAINE-MARITIME BORDER STUDY (1973) (DESCRIPTION FROM 1973 DEPARTMENT ANNUAL REPORT)

"Another major undertaking of FY 1973 was the Maine/New Brunswick 'Border Survey.' This survey involved an extensive analysis of vacationers traveling across the border in either direction between Maine and Canada's Maritime Provinces. The analysis was conducted with the cooperation and financial assistance of the United States Travel Service, U.S. Department of Commerce. Information obtained by interviewing these travelers was analyzed in depth to obtain such basic data as length of vacationers' stay in Maine, types of accommodation used, and expenditures, so that conclusions could be drawn as to the economic impact of this 'pass through' phenomenon. The resulting report contains a number of specific recommendations on how Maine can more fully benefit from its unique position as a conduit through which large volumes of vacation travelers flow annually."

RELATIONSHIP BETWEEN MAINE AND CANADA THROUGH THE NORTH AMERICAN SECURITIES
ADMINISTRATORS ASSOCIATION (N.D.) (DESCRIPTION)

"The Securities Division, Bureau of Banks and Banking, Department of Business Regulation of the State of Maine holds membership in the North American Securities Administrators Association Inc.. Nearly all of the Canadian Provinces as well as other jurisdictions with similar securities law responsibilities are represented in this Association. The North American Securities Administrators Association Inc. is a voluntary association of State and provincial securities law administrators, the full body of which meets annually, with select committees meeting semiannually. The Association's conference provides a forum for the discussion of common problems, and the Association works toward the formulation and the implementation of standards of regulation and toward uniformity in laws, forms, rules etc. among the membership.

Membership in the Association constitutes the only contact with Canadian Provinces by the Maine Securities Division. As a result of this contact, informal understandings may be reached with a Canadian Provincial authority. Any such understanding which may have been reached in the past, however, has not apparently been held to be binding over a period of time, nor has any understanding which may have been reached resulted in a continuous flow of communications. In most cases, upon discussion of a particular case or problem matter, a Securities Administrator might offer information or assistance to another administrator. Ordinarily, however, we have no on-going flow of information or any form of communication with any Securities Administrator from Canada or from any other States."

MAINE / ENERGY

COOPERATION BETWEEN MAINE ET AL. AND QUEBEC, NEW BRUNSWICK, NOVA SCOTIA, PRINCE EDWARD ISLAND AND NEWFOUNDLAND CONCERNING THE "DEVELOPMENT OF JOINT ENERGY POLICIES" THROUGH THE NEW ENGLAND-EASTERN CANADIAN ENERGY ADVISORY COMMITTEE (16, 17 AUGUST 1973) (DOCUMENT)

CONFERENCE OF EASTERN PREMIERS
AND NEW ENGLAND GOVERNORS
Prince Edward Island
August 16, 17, 1973
ENERGY RESOLUTION
of

The New England Governors and Eastern Premiers
WHEREAS, energy supplies, economic development, and environmental control are of paramount importance to both the New England States and the Eastern Provinces; and
WHEREAS, developments relating to petroleum exploration, transportation, and refining have changed and will continue to change the petroleum supply situation in the two regions; and
WHEREAS, developments in nuclear power, hydro-electric power, and tidal power are changing and will continue to change the electric energy supply situation; and

WHEREAS, the freest possible flow of commerce between our two regions is in the best interest of our respective regions; and

WHEREAS, there is no existing mechanism for the continued and rational exchange of energy information between the two regions;

BE IT RESOLVED: that the New England Governors and Eastern Premiers agree to:

1. Exchange information relating to all types of energy supplies and energy needs in both regions on a continuing basis;
2. Exchange information regarding environmental problems and the ways in which they may be minimized;
3. Urge the respective federal governments to permit the freest possible marketing and transportation of energy supplies between the regions, consistent with the national security of Canada and the United States;
4. Urge the respective federal governments to resolve, as quickly as possible, any and all outstanding issues relating to boundaries between the United States and Canada affecting the regions; and
5. Establish a permanent committee, with representatives from each State and Province, as a vehicle to exchange information and to relate the projected energy surpluses of the Eastern Provinces with the energy needs of the New England States, consistent with the environmental standards of both regions.

"SUGARBUSH COMPACT" BETWEEN MAINE ET AL. AND THE EASTERN PROVINCES ON ENERGY
(14 JUNE 1974) (DOCUMENT)

SUGARBUSH COMPACT
June 14, 1974

We, the Premiers, Deputy Premiers, and representatives of the five Eastern Provinces of Canada, and the Governors and representatives of the New England States, meeting in Sugarbush, Vermont, June 13 and 14, 1974, by this compact agree:

- (1) That our two nations suffer from the world-wide shortages of reasonably-priced consumable energy;
- (2) That the shortage of energy places a grievous economic burden on the people of our respective regions;
- (3) That, despite energy conservation efforts, the only practical long-range solution to the problem of energy shortages is to produce from various sources a greater abundance of energy while preserving reasonable environmental safeguards;
- (4) That the Premiers of the Provinces of Eastern Canada are aggressively responding to the shortages of energy in several ways, such as undertaking large and costly hydro-electric projects which in time could produce exportable quantities of electricity, the development of deep-water port facilities, refineries, and tidal power development;

- (5) That the New England States represent a large consumer market for electricity and petroleum products which is now and will be for the foreseeable future in acute short supply;
- (6) That the production of abundant quantities of hydro-electric energy and petroleum products would restrain high prices of fossil fuels in a competitive market;
- (7) That the easy flow of all forms of energy across our international boundary must be encouraged by our respective governments to hasten the reduction of our energy shortages;
- (8) That such cooperation between our respective regions would supplement rather than deter the national policies of the United States and Canada with respect to energy independence in each nation;
- (9) That it would be beneficial to our respective regions to provide maximum utilization of the most efficient and economical forms of energy production and transportation that can be created throughout the two regions.

NOW, THEREFORE, we mutually pledge our individual and collective efforts to persuade our respective national governments that by international agreement they should create a favorable climate for long term, secure private and public contracts governing the ready flow of energy, and the full utilization of the most efficient forms of energy production and transportation between the regions represented by the five Eastern Provinces of Canada and the New England States.

Premiers of Eastern Canada

Gerald A. Regan
 Premier of Nova Scotia
 Richard B. Hatfield
 Premier of New Brunswick
 Alex Hickman
 Deputy Premier of Newfoundland
 Alexander B. Campbell
 Premier of Prince Edward Island
 Robert Bourassa
 Prime Minister of Quebec

Governors of the New England States

Thomas P. Salmon
 Governor of Vermont
 Thomas J. Meskill
 Governor of Connecticut
 Kenneth M. Curtis
 Governor of Maine
 Francis W. Sargent
 Governor of Massachusetts
 Meldrim Thomson Jr.
 Governor of New Hampshire
 Philip W. Noel
 Governor of Rhode Island

MAINE / HUMAN SERVICESRELATIONSHIP BETWEEN MAINE AND NEW BRUNSWICK ON SOCIAL WORK COOPERATION
(N.D.) (DESCRIPTION)

"Our relationship has been primarily informal. However, there has been a relationship between Maine and New Brunswick. At the present time a social worker, funded under Title XVI, assists in an informal manner, the agency at St. Stephens. In addition to this, there are individuals crossing the border into St. Stephens from Calais for purposes of conducting a trainable class as well as a sheltered workshop. We are in the process of developing another informal relationship between the Levinson Center at Bangor and the St. Stephens area for the purpose of sending home training teams into the homes to work with the families."

MAINE / MILITARY AND CIVIL DEFENSEMUTUAL AID AGREEMENT" BETWEEN MAINE AND NEW BRUNSWICK ON CIVIL DEFENSE
(N.D.) (DOCUMENT)CIVIL DEFENSE MEMO
Mutual aid agreementPreamble

Bound by bonds of friendship and mutual interest, the people of New Brunswick and the State of Maine do not recognize the boundary between the Province and the State as a barrier, but only as a geographical line described in the treaty between Canada and U.S.A.

Over a period of years many mutual interests have been developed by N.B. and the State of Maine and it is almost impossible to separate their common goal - the welfare of their people.

Realizing that certain international legal restrictions do not permit the Province of N.B. and the State of Maine to enter into civil defence compacts, civil defence officials of N.B. and the State of Maine agreed at Augusta on December 14 and 15 that any informal arrangements worked out by the various technical services would constitute a gentlemen's agreement that could become operative in a disaster if either should call on the other for mutual aid assistance.

AUTHORITY

Under the spirit of exchange of notes of March 27, 1951, between U.S.A. and Canada, the following is quoted in part:

"As far as possible, civil defence activities in U.S.A. and Canada should be co-ordinated for the protection of persons and property from the result of enemy attack as if there were no border..."

An attack by enemy or a disaster by natural causes would serve to knit closer the two communities. It is only natural, because of their companion interests and growth, that the people of the State of Maine and the Province of New Brunswick would look one to the other for assistance in time of due need.

PURPOSE

To ensure the maximum benefits for mutual security, the civil defence officials of the Province and the State will interchange information concerning their respective resources and manpower on a current basins.

OBJECTIVE

The combined objective of the Province and the State is to ensure continuity of industries necessary to the pursuit of war should either be attacked by an enemy. Further, it is the aim of the combined programme to minimize loss of life and property and to protect gains which have been attained in the standards of living.

In making these plans, the Province and the State recognize their potential enemies and the means of access and potential means of warfare to accomplish their end. We recognize both the avenues of air and water access, as well as the modern types of warfare, i.e., atomic, biological, radiological, etc.

In a spirit of mutual confidence, officials of the respective civil defence agencies will do their utmost to keep the information current and see that each community is maintaining up-to-date information.

The Province of New Brunswick and the State of Maine will confer together to insure co-operation between them on civil defence.

The cost of civil defence assistance furnished by one country in connection with an attack upon the other country shall be reimbursed by the country attacked.

POLICE SERVICES

Since co-operation between the R.C.M.P. and the Maine State Police already exists and since the R.C.M.P. enforces law as to the protection of life and property on a provincial basis and in many of the towns of New Brunswick, its task in time of emergency should be an extension of its normal function to a degree commensurate with the extent of the emergency.

The purpose of police services is to develop the degree of co-operation already in existence and to develop a closer approach to the various police problems on each side of the border.

The Director of Civil Defence for New Brunswick should be authorized by the government of the province of N.B. to ask the R.C.M.P. to confer with the Maine State Police to solve the such problems as: manning road blocks, furnishing point control men, general road clearance for convoy routing and control of emergency exodus traffic, etc.

Moreover, since the R.C.M.P. and the Maine State Police already have established radio liaison, they should be asked to discuss the matter further on an administrative level.

TRANSPORTATION SERVICES

Both New Brunswick and the State of Maine have an intense desire to assist each other in event of an emergency. Therefore, the Director of Civil Defence for New Brunswick should be authorized by the government of N.B. to request the transportation services of the provincial civil defence co-ordinating committee to confer with transportation services in the Maine Civil Defence Administration to develop plans for the solution of transportation problems which might arise in emergency. All plans and proposals must be approved by the provincial office of Civil Defence.

The purpose of co-ordinating these services is to insure close co-ordination at the administrative level and to co-ordinate transportation facilities to provide a maximum flow of emergency transport between the two areas. Such co-ordination would ensure interchange of information, experience and co-ordination of planning. This would involve an exchange of inventories of equipment and facilities, manpower and related problems such as housing, feeding and remuneration for services rendered, fuel supplies and all other matters affecting a plan of mutual assistance for effective civil defense transportation.

The chairman of the Transportation services in the provincial organization will report to the Provincial Civil Defence Office during an emergency.

CUSTOMS AND IMMIGRATION

During an enemy attack or natural disaster, it may be necessary for men and equipment to cross the international border with as great dispatch as possible.

Arrangements have already been made by the federal governments of Canada and U.S.A. for crossing the border in case of emergency. All names of bona fide civil defence workers and equipment must be passed to the immigration officials concerned.

In the event of a major disaster, formalities will be reduced to the point of elimination, if necessary.

Notification of practice drills involving border crossing of civil defence personnel must be given by competent civil defence authorities to the immigration officials concerned.

Without doubt the appointment to this committee of a collector of customs or a representative would help to expedite border crossing. Moreover, all civil defence equipment should be clearly marked for identification purposes.

The Director of Civil Defence for New Brunswick should be authorized by government of N.B. to appoint a committee to make all necessary arrangements for border crossing in either practice drills or during actual emergency. Such a committee must report to the provincial office of civil defence as to what arrangement they have made.

WELFARE SERVICES

Welfare Services in the provincial organization are to co-ordinate all emergency welfare planning, operations, training, mutual aid, and mobile support.

Co-ordination of welfare services in New Brunswick and Maine is necessary that a closer co-operation may be achieved in welfare services and that uniformity in civil defence planning may be accomplished and that information as to the resources be interchanged.

Welfare services must provide maximum assistance to stricken people, shelters must be arranged, food supplied, family unity maintained if possible.

The Director of Civil Defence for New Brunswick should be authorized by the Government of N.B. to request Welfare services in the provincial organization to confer with welfare services in the State of Maine to arrange for such matters as:

1. Cross-border exchange of Registration Information Data.
2. The establishment of Mobile Welfare Teams.
3. Planning Central Registration Officers.
4. Determine the number of personnel in a welfare team.

All recommendations and plans must be approved by the provincial office of civil defence.

FIRE SERVICES

Plans for the prevention and control of fires are in existence in both N.B. and the State of Maine.

In addition, a gentleman's agreement for informal assistance in the event of a natural disaster is in existence.

In order that the fire services of the Province of New Brunswick and the State of Maine be utilized most efficiently, it is imperative that there be co-ordination of the two groups.

Since the fire services should exchange current lists of available resource manpower and equipment, plan for adequate gasoline and oil supplies storage in safe places and to provide for the board and lodging of fire fighters when engaged outside their own country. The Director of Civil Defence for New Brunswick should be authorized by the government of New Brunswick to request the Fire Marshal, who is chairman of fire services in the provincial civil defence organization, to confer with Maine fire services to arrange such matters as mentioned above, and submit all plans to the provincial office of civil defence for approval.

HEALTH SERVICES

The main purposes of this service in civil defence are -

1. To preserve life and relieve suffering by mutual aid in civil defence emergency.
2. To explore means of co-operation between the State and the Province.
3. To exchange current information and attempt uniformity in civil defence planning.
4. To provide emergency medical teams.

The Director of Civil Defence for New Brunswick should be authorized by the government of N.B. to request the Chairman of health services in the provincial civil defence organization to work out a plan of mutual assistance with the State of Maine and report his proposals to the provincial office of civil defence for approval.

COMMUNICATIONS SERVICES

The Director of Civil Defence for New Brunswick should be authorized by the government of N.B. to request the communication services in the provincial organization to review all avenues of assistance with the State of Maine - land wire as well as radio, both commercial and amateur. All proposals must be submitted to the provincial office of civil defence for approval.

ENGINEERING AND RESCUE SERVICES

Since engineering is mainly concerned with the restoration of services road clearing, water, power, etc., and cleaning up following a disaster, there is a great need for the provincial engineering services to confer with engineering services in the State of Maine to make arrangements for mutual aid in regard to the above mentioned matters.

Rescue services call for highly skilled personnel who can work in damaged buildings, etc., to extricate casualties and transport them to health services for treatment where required.

The Director of Civil Defence for N.B. should be authorized by the government of N.B. to request engineering and rescue services to make arrangements with similar services in the State of Maine for the co-ordination of municipal and provincial engineering and rescue services for mutual aid. All plans must be submitted to the provincial office of civil defence for approval.

SUB-COMMITTEES

That authority be given to the Director of Civil Defence for N.B. to permit the various services to form the sub-committees necessary for arranging an efficient mutual aid agreement with the State of Maine.

"MUTUAL UNDERSTANDING" BETWEEN MAINE AND NEW BRUNSWICK ON CIVIL DEFENSE (10 OCTOBER, 1955) (DOCUMENT)

October 10, 1955
Minister of Municipal Affairs,
Fredericton, New Brunswick

Dear Sir:

It is with a full understanding of the mutual ties of interest and friendship which exist between the people of the Province of New Brunswick and the State of Maine that this letter is being written.

By virtue of the provisions of Section 6 of Chapter 12, Revised Statutes of Maine, 1954, general direction and control of the civil defense and public safety agency is vested in the Governor. Acting under the provisions of said Chapter 12 and with the desire to implement the intent of the exchange of notes, dated March 27, 1951, between the United States of America and Canada regarding mutual aid in Civil Defense activities, this letter will indicate the willingness on the part of the State of Maine to approve in the following terms informal plans and procedures relating to mutual aid and assistance between your Province and the State of Maine in preparing for, and in the event of, a civil defense emergency.

1. "The State and Province will keep each other fully informed of its current civil defense resources and will make available to each other to combat any major disaster in the State or Province whether from man made or natural causes its full civil defense resources and to this end, but without limiting the generality of the foregoing, the State and Province will,

- (a) foster between the police forces of the State and Province maximum cooperation in civil defense matters, with special attention to preparation for setting up and manning of road blocks, furnishing road control personnel, policing of convoys and emergency traffic;
- (b) prepare and develop plans for the solution of transportation problems which might arise in carrying out the terms and intent of this agreement, including, but without limiting, the generality of the foregoing, the exchange of information on numbers and types of carriers available, equipment available to the other party on request, fuel supplies, drivers, train crews, manpower, housing and feeding;

- (c) With their respective federal governments, make arrangements for crossing of the border in civil defense activities, and, from time to time, do what may be required by the respective federal governments so as to have a minimum of formalities in crossing the border in time of major disaster;
- (d) prepare and coordinate the welfare services in the State and Province so that maximum assistance may be rendered each other in this phase of civil defense and will give special attention to the exchange of registration information, establishment of central registration offices and personnel and the number and makeup of welfare teams;
- (e) cause the fire services of the State and Province to be organized for coordinated effort with special attention to exchange of information on current resources and equipment, adequate gasoline and oil supplies, and arrangement for board and lodging of fire services personnel when engaged in each other's country;
- (f) work out a plan for mutual assistance in the field of all health services;
- (g) make a survey of all avenues of communication including telephone, telegraph and both commercial and amateur radio and prepare plans for the use of same;
- (h) exchange information of, and plan the coordination of municipal, provincial and state engineering and rescue facilities and resources."

2. "When the State or Province sends men, equipment or supplies to the other party to combat a major disaster pursuant to this understanding, the party receiving assistance as aforesaid will reimburse the other party for any and all expenses incurred by that other party for such assistance."

3. "The State and the Province, during the continuance of a major disaster period, will not interfere with the work of any of the services being supplied to the State or Province, as the case may be, because of any question regarding reimbursement of expenses."

It is my intent to effectuate within such international legal restrictions as apply, a mutual understanding between the Province of New Brunswick and Maine according to the above terms in the same manner as that used by Canada and the United States in achieving their agreement, that is, by an exchange of letters.

Upon receipt of a letter from you, indicating the willingness of the Province of New Brunswick to adopt the above terms as being the informal plans and procedures relating to mutual aid and assistance, to be used by the Province of New Brunswick and the State of Maine in preparing for, and in the event of, a civil defense emergency, the State of Maine will consider such terms immediately effective, subject to termination upon six months notice by either government.

Sincerely yours,
 (Sgd.) The Governor
 State of Maine
 Office of the Governor
 Augusta.

MAINE / NATURAL RESOURCES

ARRANGEMENT BETWEEN MAINE AND NEW BRUNSWICK ET AL FOR DISCUSSIONS ON
 "MUTUAL PROBLEMS OF STATE PARK DEVELOPMENT, TOURISM AND RELATED MATTERS"
 (N.D.) (DESCRIPTION) (DOCUMENT)

BACKGROUND EXAMPLE:

"Establishment of a Canadian Trail System interlocking with a national system approved by Congress last year is the main topic for a two-day meeting of United States-Canadian Recreation Planners. 17 October 1969.

The session is sponsored jointly by the planning division of the Maine Park & Recreation Commission and the Bureau of Out-door Recreation for the U.S. Department of the Interior.

Brought together for the first time are officers representing the bureau's Northeast region (Maine, New Hampshire, New York and Vermont) and their counterparts from Nova Scotia, New Brunswick, Ontario and Quebec.

Maine's Parks & Recreation Commissioner, said the session was "designed to open up communications with Canada on the status or programs planning for present and future outdoor recreation needs."

[Citations from AP dispatch are reported in the Portland Press Herald, October 30, 1969]

Meetings have also been held in 1974 between departmental officials.

DESCRIPTION:

"[Maine's] — Fish & Game Commissioner announced [11 April 1965] an agreement between Maine and New Brunswick officials on fishing boundaries on the series of border lakes.

The agreement is that anglers licensed in either Maine or New Brunswick may fish on the main body of the lakes but must keep out of coves on the opposite side from where they are licensed. For these purposes, the international boundary will be ignored because it zigzags through the lakes and is hard to locate.

Wardens on both sides will be given maps and definite instructions about enforcement.

"As a general rule, any straight line drawn from point to point on the same shore will be used as a guide to determine if the angler is in Canadian or American waters," ..."The use of this procedure will mean that no anglers will be deprived of the benefit of the doubt which the imaginary line is definitely creating.

"In other words, anglers using a narrow thoroughfare or recognized route to go from one stretch of water to another can do so without having to produce a non-resident license."

The agreement was developed in a meeting last week by The Fish and Game Commission Atty. Gen. and Chief Warden of Maine, and several from New Brunswick including the Director of the Fish & Wildlife Branch."

This agreement continued a "general agreement that fishermans licenses would be honoured [on border lakes] if they didn't go ashore in the other country, a practice in effect "four years"

[Citations from the Associated Press as reported in the Kennebec Journal, April 26, 1965, and the Portland Press Herald, April 11, 1965]

(DOCUMENT)

**STATE OF MAINE
DEPARTMENT OF INLAND FISHERIES AND GAME
AUGUSTA, MAINE**

P U B L I C N O T I C E

Pursuant to the authority set forth in Title 12, Chapter 303, Section 1954 of the Revised Statutes of Maine, and pursuant to a mutual agreement with the Canadian Fishery Authorities, the Commissioner of Inland Fisheries and Game hereby adopts the following rules and regulations pertaining to East Grand Lake and Spednic Lake (hereinafter referred to as the "Lakes"), being inland boundary waters between the State of Maine and the Province of New Brunswick, Canada.

1. These regulations cover East Grand Lake, located in Aroostook County, in the towns of Orient and Weston and in Washington County, in the towns of Danforth and T9R4N; and Spednic Lake, located in Washington County, in the towns of T9R4N, T10R3N, T11R3N, and Vanceboro.

2. The Lakes shall be open to ice fishing only during the months of February and March.

3. It shall be unlawful to ice fish in the Lakes from 1/2 hour after sunset until 1/2 hour before sunrise the following morning.

4. It shall be unlawful to take from the Lakes in any one day or possess at any one time on or abutting the lakes more than 5 fish or 5 1/2 pounds in the aggregate of the salmon, togue and black bass species unless the last fish caught increases the combined weight to more than 7 1/2 pounds and it shall be unlawful to take from the Lakes or possess on or abutting the Lakes any species of trout except togue.

5. It shall be unlawful to take from the Lakes any salmon or togue which is less than 14 inches in length and any bass which is less than 10 inches in length.

6. It shall be unlawful to fish with more than 5 lines at any one time. It shall be unlawful to use more than 1 hook per line.

7. It shall be unlawful to use, or to possess for use, any spiny-finned fish as bait in the Lakes.

8. It shall be unlawful for any person to fish in any manner or at any time or to have in his possession at any time any kind of fish taken from the Lakes, except as expressly permitted by these rules and regulations or by law.

9. These regulations shall be effective on and after February 24, 1973

Whoever violates any provision of these rules and regulations shall be subject to a fine of not more than \$500 or imprisonment for not more than 90 days, or by both.

Dated at Augusta, Maine this 6th day of February, 1973

Commissioner

Department of Inland Fisheries Game

Approved as to form:

Assistant Attorney General

MAINE / TRANSPORTATION

"AGREEMENT" BETWEEN MAINE AND NEW BRUNSWICK ON THE LUBEC-CAMPOBELLO BRIDGE
(7 DECEMBER 1960) (DOCUMENT)

THIS AGREEMENT made in quadruplicate this 7th day of December A.D., 1960.

BETWEEN: THE STATE OF MAINE, acting by and through the STATE HIGHWAY COMMISSION

AND THE PROVINCE OF NEW BRUNSWICK, represented by the MINISTER OF PUBLIC WORKS for the said Province.

Pursuant to Acts of Congress (Public Law 687, approved July 11, 1956, Public Law 85-563, approved July 28, 1958), Chapter 157, Private and Special Laws, 1959, of the State of Maine, Chapter 5 of the Acts of the Legislative Assembly of New Brunswick, 1959, Chapter 23 of the Statutes of Canada, 1958, and Chapter 1 of the Acts of the Legislative Assembly of New Brunswick, 1960, authority was granted for the construction, operation and maintenance of a bridge across Lubec Channel together with all necessary approaches, road and other works; and

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of the premises, covenants and agreements herein contained, the State of Maine, acting by and through the State Highway Commission and the Province of New Brunswick represented by the Minister of Public Works for the said Province covenant and agree as follows:

1. In this Agreement

- (a) "project" means a highway bridge across the waters between the Town of Lubec, Washington County, State of Maine and Campobello Island in the County of Charlotte, Province of New Brunswick, Canada, including approaches, and shown on the attached plan located between the points A and D.
- (b) "cost of construction" means the cost of all material, preliminary and construction engineering costs and all labor costs entering into the construction of the bridge and approaches.

2. That the bridge shall be constructed in accordance with plans approved by the United States Department of the Army, and by the Governor in Council for Canada.

3. That each party to this Agreement will pay one-half of the cost of construction of the bridge proper, as shown located on the attached plan between points B and C.

4. That each party to this Agreement will pay one-half of all preliminary and construction engineering costs in connection with the project as shown on the attached plan located between points A and D.

5. That the construction work on the project will be started not later than 31 December 1960 and carried to completion not later than 31 December 1962.

6. That each party to this Agreement will pay the entire cost of all approach work and acquisition of all right of way located within their respective boundaries.

7. That where available in Canada, Canadian labor and materials to the extent of 50%, as nearly as may be, of the cost of such labor and materials respectively, shall be employed in the construction of the bridge. "The Fair Wages and Hours of Labor Act" applies in respect of Canadian Labor employed in the construction of the bridge.

8. That the selection of labor from the United States and the wages and hours of employment shall be in accordance with appropriate state and federal statutes and regulations.
9. After completion of the project, to co-operate in maintenance and operation, the cost of such maintenance and operation to be divided in the same manner as the original cost of construction.

Dated this 7th day of December 1960.

IN WITNESS WHEREOF the parties hereto have executed these presents, by their respective representatives.

Witness

State of Maine

Chairman

Member

Member

State Highway Commission.

Province of New Brunswick by

Minister of Public Works

"Approved by Order-in-Council P.C. 1960-44/1557 of November 17, 1960."
Assistant Deputy Minister.

ARRANGEMENT BETWEEN MAINE AND NEW BRUNSWICK "TO EXPLORE POSSIBLE AVENUES FOR JOINT AND INFORMATION EXCHANGE (1971, 1972) (DOCUMENT)

NEWS RELEASE

FRIDAY, JULY 21, 1972

AUGUSTA - Governor ... announced today that he and Premier ... of New Brunswick will meet privately at 10 A.M. on Saturday, July 22 at Fort Fairfield. They will review the program of cooperation developed by the two leaders at their previous meetings in October and June 1971.

Following the meeting, the Governor and the Premier will be guests of honor at the Maine Potato Blossom Festival, Fort Fairfield.

The Maine-New Brunswick program of cooperation was established by the Premier and Governor ... as a common approach to the regional economic and environmental challenges facing Maine and New Brunswick.

Since the Program's inception, a Joint Staff Committee chosen from the offices of the Governor and Premier has worked with State and Provincial Agencies to develop ties at the departmental level.

Maine's departments of Environmental Protection, Transportation and Commerce and Industry, as well as the Maine Public Utilities Commission have met with their New Brunswick counterparts to explore possible avenues for joint and information exchange.

Improved air transportation links, joint tourism promotion, strengthened trade flows, river basin planning, and electric power transfers have been among the topics which the departments have focused on.

The Joint Staff Committee serves as continuing liaison between Governor and Premier as well as a coordinating body monitoring the department efforts.

At Saturday's meeting, the Governor and the Premier will discuss progress to date and give direction to future cooperation.

The meeting will be in the First National Bank. The Premier and Governor will review the Potato Blossom Festival Parade at 1:30 P.M.

COOPERATION BETWEEN MAINE ET AL. AND EASTERN PROVINCES CONCERNING THE "DEVELOPMENT OF JOINT ENERGY POLICIES" THROUGH THE NEW ENGLAND-EASTERN CANADIAN TRANSPORTATION ADVISORY COMMITTEE (17 AUGUST 1973) (DOCUMENT)

CONFERENCE OF EASTERN PREMIERS AND NEW ENGLAND GOVERNORS

Prince Edward Island

August 16, 17, 1973

TRANSPORTATION RESOLUTION

of

The New England Governors and Eastern Premiers

WHEREAS, transportation systems of various modes are of critical importance to the economic future of both the Eastern Provinces and the New England States; and
WHEREAS, transportation developments in one region often have significant effects on the other; and
WHEREAS, many opportunities for collaborative action on matters related to trade and transportation appear to exist; and
WHEREAS, no formal arrangement for sharing information, policies, and proposals on transportation matters affecting the two regions currently exists;

BE IT RESOLVED, that the New England Governors and the Eastern Premiers agree to:

1. A continuing exchange of information concerning transportation needs and problems of interregional significance, and
2. A continuing exchange of transportation development policies related to such interregional needs and problems; and
3. A cooperative effort to explore coordinated transportation, trade and tariff policies and joint development projects of mutual benefit to the people and economies of the respective regions; and

4. Create an ad hoc advisory committee, with representatives from each of the Provinces and States, to meet from time to time for discussion of those subjects which require joint consideration and to recommend to the Eastern Premiers and the New England Governors specific transportation, trade and tariff matters for cooperative action.

"JOINT RESOLUTION" BETWEEN MAINE ET AL. AND EASTERN PROVINCES ON THE HALIFAX-PORTLAND-BANGOR-MONTREAL AIR ROUTE (14 JUNE 1974) (DOCUMENT)

WHEREAS, the New England States and the Eastern Canadian Provinces are in the same geographic region and share many of the same transportation and trade problems; and

WHEREAS, there is an urgent need for improved air service between the New England States and the Eastern Canadian Provinces; and

WHEREAS, survey work undertaken by the Province of Nova Scotia and the State of Maine indicates that improved air service will encourage trade and tourist traffic between the two regions; and

WHEREAS, in recognition of this need the Federal Governments of the United States and Canada have recently signed a bi-lateral agreement authorizing a new air route covering Halifax-Portland-Bangor-Montreal; and

WHEREAS, the specific air carrier has not been designated;

NOW, THEREFORE, BE IT RESOLVED that the Governors and Premiers urge that the specific air carrier be licensed for the Halifax-Portland-Bangor-Montreal route at the earliest possible opportunity in order that this service be available for the 1974 summer tourist season.

Dated at Sugarbush, Vermont this fourteenth day of June, 1974.

"JOINT RESOLUTION" BETWEEN MAINE ET AL. AND THE EASTERN PROVINCES ON CLEARANCE SERVICE AT LOCAL MUNICIPAL AIRPORTS (14 JUNE 1974) (DOCUMENT)

WHEREAS, the New England States and the Eastern Canadian Provinces are in the same geographic region and share many of the same transportation and trade problems; and

WHEREAS, there is an urgent need for improved air service between the New England States and the Eastern Canadian Provinces; and

WHEREAS, non-airline flights must, under present conditions, clear customs at one of the limited number of landing rights airports where customs service is available; and

WHEREAS, the landing rights airport is, in many cases, not the actual destination airport for the flight, causing detouring and delay in clearance; and

WHEREAS, this delay and associated inconvenience tends to deter or inhibit the development of general aviation activity, as well as third level public air service;

NOW, THEREFORE, BE IT RESOLVED that the Governors and Premiers petition their respective Federal Governments to institute a program of Customs Agent Designees consisting of local or county police officers, trained by the Customs Service, and authorized to provide clearance service at local municipal airports, designated as landings rights airports; and BE IT FURTHER RESOLVED that these Customs Agent Designees possess search and seizure authority and represent United States and Canadian Customs while providing a more efficient service to the flying public.

Dated at Sugarbush, Vermont this fourteenth day of June, 1974.

Governor
State of Vermont

Premier
Province of Nova Scotia

Co-Chairmen of Conference
New England Governors and Eastern Canadian Premiers

"JOINT RESOLUTION" BETWEEN MAINE ET AL, AND THE EASTERN PROVINCES ON AIR-LINE PRECLEARANCE ARRANGEMENTS (14 JUNE 1974) (DOCUMENT)

WHEREAS, the New England States and the Eastern Canadian Provinces are in the same geographic region and share many of the same transportation and trade problems; and
WHEREAS, there is an urgent need for improved air service between the New England States and the Eastern Canadian Provinces; and
WHEREAS, customs pre-clearance arrangements play a major role in the facilitation of travel between our two nations; and
WHEREAS, major airlines, third level carriers, and charter flights have been restricted by lack of pre-clearance arrangements; and
WHEREAS, a desirable objective is to provide pre-clearance for all passengers, crew, and cargo to any point across the international border;
NOW, THEREFORE, BE IT RESOLVED that the Governors and Premiers urge their respective federal governments that immediate scheduled airline pre-clearance arrangements be made by United States Customs for Halifax and by Canadian Customs for Boston and New York, and that similar arrangements be made by United States Customs for Quebec City and Saint John at the earliest practicable time; and
BE IT FURTHER RESOLVED that pre-clearance arrangements at Montreal be expanded so as not to be restricted to the scheduled flights of the major airlines, encompassing rather all air services including third level carriers and charter flights.

Dated at Sugarbush, Vermont this fourteenth day of June, 1974.

Governor
State of Vermont

Premier
Province of Nova Scotia

Co-Chairmen of Conference
New England Governors and Eastern Canadian Premiers

"JOINT RESOLUTION" BETWEEN MAINE ET AL. AND THE EASTERN PROVINCES ON THIRD LEVEL AIR CARRIER SERVICE (14 JUNE 1974) (DOCUMENT)

WHEREAS, the New England States and the Eastern Canadian Provinces are in the same geographic region and share many of the same transportation and trade problems; and

WHEREAS, there is an urgent need for improved air service between the New England States and the Eastern Canadian Provinces; and

WHEREAS, there is a need to encourage interregional travel for business and recreation purposes; and

WHEREAS, "third level" operators appear to be the logical air carriers to initiate new air services between internationally paired communities; and WHEREAS, this new air service could provide for both passenger and air freight service on an experimental basis, with continuation of service beyond this experimental period contingent upon sufficient traffic and adequate subsidy;

NOW, THEREFORE, BE IT RESOLVED that the Premiers and Governors encourage development of more cross-border air service utilizing third level air carriers; and

BE IT FURTHER RESOLVED that the Premiers and Governors direct their appropriate provincial or state agencies to conduct an investigation of potential markets for such additional third level air service.

Dated at Sugarbush, Vermont this fourteenth day of June, 1974.

Premier Governor
Province of Nova Scotia State of Vermont

Co-Chairmen of Conference
Eastern Canadian Premiers and New England Governors

"JOINT RESOLUTION" OF MAINE ET AL. AND THE EASTERN PROVINCES ON AMTRAK SERVICE (14 JUNE 1974) (DOCUMENT)

WHEREAS, the New England States and the Eastern Canadian Provinces are in the same geographic region and share many of the same transportation and trade problems; and

WHEREAS, there is an urgent need for improved and expanded AMTRAK Rail Passenger Service between New England and the Eastern Canadian Provinces; and

WHEREAS, an additional Washington-Montreal day train is needed to supplement existing services and provide passengers a choice of times to travel; and WHEREAS, a new route is needed between Boston and Montreal via Manchester, Nashua, Concord, and White River Junction, which could be added and independently operated through to Montreal or connected with the present Washington-Montreal train at White River Junction; and

WHEREAS, a new route, with facilities for handling automobiles, is needed between Boston and Saint John, via Portland, Bangor, and Mattawankeag, and which could be operated via the Boston & Maine and Maine Central Railroads connecting with the Canadian Pacific Railway at Mattawankeag; and

WHEREAS, New Hampshire and Maine remain among the four states in the continental United States with no AMTRAK service; and
WHEREAS, there is a growing public transportation service shortage and a growing energy shortage;
NOW, THEREFORE, BE IT RESOLVED that the Governors and Premiers jointly urge AMTRAK to improve and expand the rail passenger service between New England and the Eastern Canadian Provinces.

Dated at Sugarbush, Vermont this fourteenth day of June, 1974

Premier Governor
Province of Nova Scotia State of Vermont

Co-Chairmen of Conference
Eastern Canadian Premiers and New England Governors

"JOINT RESOLUTION" OF MAINE ET AL AND THE EASTERN PROVINCES ON RAILROAD SERVICE STUDIES (14 JUNE 1974) (DOCUMENT)

WHEREAS, the New England States and the Eastern Canadian Provinces are in the same geographic region and share many of the same transportation and travel problems; and
WHEREAS, the implementation of the United States Railway Reorganization Act of 1973 will affect differential routes from New England via Canadian carriers to the central United States; and
WHEREAS, north-south routes between New England and the Canadian Provinces will also be affected; and
WHEREAS, the United States Secretary of Transportation's report entitled Rail Service in the Midwest and Northeast has designated as "potentially excess" portions of routes operated by the Canadian Pacific and Canadian National Railroads; and
WHEREAS, the New England States, through the New England Regional Commission, have initiated a study involving a significant data gathering effort that will be used to develop state rail service plans, and also to help guide the United States Railway Association in the development of its final rail system plan for the North-eastern United States; and
WHEREAS, this study is being monitored and directed by a New England study group made up of a representative from each of the six New England States;
NOW, THEREFORE, BE IT RESOLVED that the Canadian Premiers designate a representative, or representatives, from each of the affected Eastern Canadian Provinces to attend the meetings of the New England study group in order to be informed of this important activity as well as to offer advice and counsel in those matters that directly concern them.

Dated at Sugarbush, Vermont this fourteenth day of June, 1974.

Governor Premier
State of Vermont Province of Nova Scotia
Co-Chairmen of Conference
New England Governors and Eastern Canadian Premiers

RECIPROCITY IN MOTOR VEHICLES BETWEEN MAINE AND ALBERTA (4 AUGUST 1945)
(DOCUMENT)

August 4, 1945
Acting Administrative Assistant
Department of State,
AUGUSTA, Maine,
U.S.A.

Dear Sir:

Your letter of the 27th July received with copy of your reciprocity measure with respect to motor vehicles.

I enclose for your information an excerpt from our Vehicles and Highway Traffic Act, being Section 8 thereof.

Yours very truly,
Deputy Provincial Secretary
Province of Alberta

Reciprocal arrangements as to extra provincial motor vehicles

8a.—(1) The Lieutenant Governor in Council may make or authorize to be made a reciprocal arrangement or agreement with the Government of any other Province of the Dominion exempting any class or classes of owners of motor vehicles who are ordinarily resident in that other Province from the application of the provisions of this Act as to the registration and licensing of motor vehicles and the carrying and displaying upon motor vehicles of licenses and number plates as required by this Act, and providing for the granting by that other Province of similar exemptions and privileges with respect to the owners of motor vehicles who are ordinarily resident in this Province.

(2) Every arrangement or agreement so made and the exemptions thereunder shall be subject to the condition that no person shall be entitled to any exemption or privilege thereunder in respect of a motor vehicle in this Province unless the owner of the motor vehicle has complied with the law of his place of residence as to the registration and licensing of motor vehicles and carries or causes to be carried on the motor vehicle the certificate or license and the number plates prescribed by the law of that place; and shall also be subject to all further conditions and restrictions set out in the arrangement or agreement, and to cancellation by the Lieutenant Governor in Council. [1933,c.48,s.2.] ...

Registration by tourists

8.—(1) Where the owner of a motor vehicle, resident without the Province, has complied with the laws of his place of residence with respect to the registration and licensing of the motor vehicle, and where the motor vehicle carrying displayed thereon the registration number plates for the current year assigned under those laws for that motor vehicle, is brought into the Province for temporary use therein for the purpose of touring for pleasure for a period not exceeding six months, then, at the earliest opportunity available, and not in any event later than twenty-four hours after commencing

to operate the motor vehicle upon any highway within the Province, the owner shall cause the motor vehicle to be registered with the commissioner of police by delivering to the commissioner of police or to any constable of the provincial police, or any other person authorized by the commissioner of police to receive the same, a notice in the prescribed form:

Provided that where the owner of the motor vehicle so brought into the Province is resident at a place in the United States of America, and where at the time of the entry into the Dominion of the motor vehicle a customs permit was duly obtained in respect thereof, then if the customs permit so obtained is carried in the motor vehicle at all times while...

RECIPROCITY IN MOTOR VEHICLES BETWEEN MAINE AND BRITISH COLUMBIA (21 MAY 1945) (29 JUNE 1945) (DOCUMENTS)

May 21, 1945

Commissioner, British Columbia Provincial Police
Victoria, British Columbia
Canada

Dear Sir:

On April 21, 1945, the Maine Legislature enacted a new reciprocity measure which will become effective July 21, 1945. A copy of the measure is enclosed.

It is our desire to learn what like privileges will be granted by your Province, that we may be able to give the proper information to our motor vehicle owners.

An early reply will be appreciated.

Very truly yours,
Acting Administrative Assistant
State of Maine

June 29, 1945

Acting Administrative Assistant,
Automobile Division,
Augusta, Maine, U.S.A.

Dear Sir:

In reply to your letter of the 21st ultimo herein, I beg to state that motor-vehicles which are properly licensed elsewhere may be operated in this Province for touring purposes only for any period up to six months without obtaining a British Columbia license, providing they apply for and obtain a non-resident touring permit or, in the case of residents of the United States of America, providing they obtain and carry their Customs Entry Certificate.

In the case of motor-vehicles operating commercially on a special trip, they may obtain a non-resident commercial permit which is valid for a period of thirty days upon payment of a fee equal to one-twelfth of the annual licence fee payable for motor-vehicles of light weight in this Province. Should they desire to operate regularly in the Province, they must obtain a regular motor-vehicle licence.

Persons who are ordinarily not residents of this Province and who do not reside in this Province for more than six consecutive months, may operate motor-vehicles in the Province provided they are in possession of a valid driver's (operator's) licence from their home state, without the necessity of obtaining a British Columbia driver's licence.

Yours truly,
Superintendent of Motor-vehicles.
Motor Vehicle Branch
Victoria, British Columbia.

RECIPROCITY IN MOTOR VEHICLES BETWEEN MAINE AND MANITOBA (27 July 1945)
(2 August 1945) (DOCUMENTS)

July 27, 1945
Motor Vehicle Branch
Manitoba, Winnipeg
Canada

Dear Sir:

Sometime ago we wrote your department enclosing a copy of our new reciprocity measure and requested that you inform us what like privileges would be granted by your Province.

Since it is possible that the letter has not come to your attention, we are enclosing another copy of the measure which became effective on July 21st, and would appreciate an early reply.

Very Truly yours,
Acting Administrative Assistant
State of Maine.

August 2, 1945
Acting Administrative Asst.,
Augusta, M A I N E.

Dear Sir:

Replying to your letter of the 27th ultimo, upon reference to your copy of Reciprocity measures, it would appear that similar privileges would be granted residents of your State.

Yours truly,
Motor Vehicle Branch.
Winnipeg, Manitoba

RECIPROCITY IN MOTOR TRUCKS BETWEEN MAINE AND NEW BRUNSWICK (9 NOVEMBER 1953) (11 November 1956) (DOCUMENTS)

November 9, 1953
Deputy Secretary of State,
Augusta, Maine.

Dear Sir:

The Province of New Brunswick is reviewing its reciprocal relations with other provinces and states, particularly in regard to motor trucks.

I would appreciate receiving from you what your state now grants to motor trucks from the Province of New Brunswick, both going through Maine and also loading and unloading in your State.

It has been brought to my attention that there appears to be some sort of arrangement whereby New Brunswick and Maine trucks operate without

any restrictions within a certain radius of the border, this seems to be in the Carleton County district. I do not know whether there is any formal agreement as to this or not.

I would appreciate any information you may be able to give both as to what is now being done with New Brunswick trucks and also what suggestions you may have for the future. An early reply will be appreciated.

Yours very truly,
Registrar of Motor Vehicles.
Province of New Brunswick.

November 19, 1953
Registrar of Motor Vehicles
Fredericton, New Brunswick

Dear Sir:

As Mr. ... is to be out of the office for the better part of the next two weeks, he has requested that I reply to your letter of November 9th.

At the present time, we are allowing trucks from New Brunswick to operate interstate in Maine without payment of registration fees providing they are not exceeding the weight for which they are registered in New Brunswick. Under the existing definition of "interstate," this allows loading or unloading in the State, if the point of actual receipt or delivery of any material or merchandise so transported is without the State. Our law does not allow us to reciprocate on intrastate operations of trucks, tractors, and trailers. We do require that all "for hire" trucks, tractors, and trailers register with our Public Utilities Commission and pay the \$25.00 permit fee plus \$5.00 for each vehicle to be operated in or through the State.

Some years ago we had a so-called "Zone Law" which permitted non-resident vehicles to operate within a certain radius of the border. That law was repealed when our present reciprocity law was enacted, and we now have no provision for such operation.

It appears to me that our present reciprocity with New Brunswick is working very satisfactorily so I do not have any suggestions for the future. However, problems do arise at times very unexpectedly and I believe we should attempt to arrive at decisions as promptly as possible so that there will not be any interruption of interstate traffic.

Very truly yours,
Assistant Director of Motor Vehicles
State of Maine.

RECIPROCITY IN PASSENGER VEHICLES BETWEEN MAINE AND NEW BRUNSWICK (2 SEPTEMBER 1958) (DOCUMENT)

September 2, 1958
Chief of Maine State Police
Augusta, Maine

Dear Sir:

[The Major] has asked me to put in writing my findings resulting from the conference in Houlton on August 11 with reference to registration reciprocity problems.

Although the law of New Brunswick states that non-residents gainfully employed in that province must register their motor vehicles upon obtaining such employment we were assured by [the] Commissioner of Motor Vehicles, and [the Honorable] M.P., who is also the Cabinet member having to do with highway problems, that it was not the intention of the officials of New Brunswick to enforce in any way such a law against residents of the State of Maine.

I am satisfied that we were given ample assurance of that fact; therefore, in accordance with III of Section 67 of Chapter 22 of the Revised Statutes of the State of Maine I have in behalf of the Secretary of State officially determined that full reciprocity, so far as the registration of passenger motor vehicles is concerned, exists between the State of Maine and the Province of New Brunswick.

Subject to the provisions of Section 68 of Chapter 22 New Brunswick residents who are gainfully employed in the State of Maine may operate here on New Brunswick registrations.

If at some time in the future a different policy should be adopted by the officials of New Brunswick our position in the matter would have to be reviewed. We have no reason to believe that there will be any change in their policy in the foreseeable future.

Yours very truly,
Deputy Secretary of State
State of Maine.

RECIPROCITY IN MOTOR VEHICLES BETWEEN MAINE AND NEWFOUNDLAND (14 OCTOBER 1970) (DOCUMENT)

October 14, 1970
Department of State
Motor Vehicle Division
Augusta, Maine 04330
Attention: Assistant Director

Dear Sir:

This is to acknowledge receipt of your correspondence wherein you advised that Newfoundland registered commercial vehicles would be permitted to make as many drops of merchandise as necessary in Maine so long as that merchandise was not picked up in the State of Maine, as well as to pick up merchandise for transportation out of your jurisdiction without having to be registered with the Motor Vehicle Division in the State of Maine.

In this connection I have to advise that I have been authorized to inform you that commercial vehicles duly registered in the State of Maine will be permitted to operate in the Province of Newfoundland on the same basis as outlined above without having to obtain Newfoundland licence plates (reference Section 42(2) of The Highway Traffic Act, 1962).

It is to be noted that clearance for the operation of such vehicles will have to be obtained from the Board of Commissioners of Public Utilities, Motor Carrier Division, Philip Place, Elizabeth Avenue, St. John's, Newfoundland.

I trust that you will concur with this arrangement.

Enclosed for your information is a copy of The Highway Traffic Act, 1962 together with the related Amendments.

Yours faithfully,
Registrar of Motor Vehicles.
Department of Highways
Government of Newfoundland and
Labrador.

RECIPROCITY IN MOTOR VEHICLES BETWEEN MAINE AND NOVA SCOTIA (21 MAY 1945)
(26 JUNE 1945) (DOCUMENTS)

May 21, 1945
Registrar of Motor Vehicles
Halifax, Nova Scotia
Canada

Dear Sir:

On April 21, 1945, the Maine Legislature enacted a new reciprocity measure which will become effective July 21, 1945. A copy of the measure is enclosed.

It is our desire to learn what like privileges will be granted by your Province, that we may be able to give the proper information to our motor vehicle owners.

An early reply will be appreciated.

Very truly yours,
Acting Administrative Assistant
State of Maine.

June 26, 1945
Acting Administrative Assistant,
Automobile Division,
Department of State,
Augusta, Maine.

Dear Sir:

In respect of your new legislation in the matter of reciprocity, I may advise that we are fully reciprocal.

Yours very truly,
Registrar of Motor Vehicles,
Dept. of Highways and Public Works
Halifax, Nova Scotia.

RECIPROCITY IN MOTOR VEHICLES BETWEEN MAINE AND ONTARIO (16 APRIL 1963)
(3 MAY 1963) (DOCUMENTS)

April 16, 1963
Secretary of State,
AUGUSTA, Maine.

Dear Sir:

This is to advise you that regulations have now been approved extending commercial motor vehicle and trailer registration exemptions to residents of a state of the United States of America that will grant similar exemptions to a resident of Ontario.

The new exemptions are:

- (i) vehicles having a gross weight of not more than 6000 pounds and transporting goods owned by the owner of the vehicle;
- (ii) vehicles transporting natural products of the farm and/or livestock owned by the owner of the vehicle;
- (iii) vehicles transporting objects and materials used in the production of cultural presentations and exhibitions including musical and ballet concerts and art exhibits provided such presentations and exhibitions are not carried on solely for the purpose of financial gain.

Formerly, exemptions applied only to hearses, ambulances and charter bus trips.

May 3, 1963
 Registrar of Motor Vehicles
 Parliament Buildings
 Toronto 2, Canada

Dear Sir:

The State of Maine is pleased to grant commercial motor vehicle and trailer registration exemption to residents of Ontario as follows:

- (1) Vehicles having a gross weight of not more than 6,000 pounds and transporting goods owned by the owner of the vehicle.
- (2) Vehicles transporting natural products of the farm and/or livestock owned by the owner of the vehicle.
- (3) Vehicles transporting objects and materials used in the production of cultural presentations and exhibitions, including musical and ballet concerts, and art exhibits, provided such presentations and exhibitions are not carried on solely for the purpose of financial gain.

The above exemptions are to be granted only to the extent that these vehicles are engaged in interstate transportation.

Copy of this arrangement is being transmitted to our State Police that they may be aware of the new exemptions to be allowed.

Very truly yours,
 Assistant Director
 Motor Vehicle Department
 State of Maine.

**RECIPROCITY IN MOTOR VEHICLES BETWEEN MAINE AND PRINCE EDWARD ISLAND
 (9 JULY 1951) (DOCUMENTS)**

July 9, 1951
 Administrative Assistant, Motor Vehicle Division
 Augusta, Maine

Dear Sir:

On behalf of the Province of Prince Edward Island, I should like to

enter into a reciprocal agreement with your state concerning the registration of motor vehicles.

We are prepared to grant vehicles registered in Maine full reciprocity in our Province for all operations except intra-provincial ones.

It is understood, of course, that motor trucks must comply with the weight regulations of our Province.

In return we should be very happy if you could grant vehicles registered in our Province similar privileges in your State.

Yours faithfully,
Deputy Provincial Secretary
Charlottetown, Prince Edward Island.

July 9, 1951
Deputy Provincial Secretary
Charlottetown
Prince Edward Island

Dear Sir:

In accordance with your request, the State of Maine will grant the residents of Prince Edward Island reciprocity privileges as outlined in your letter of July 9 as follows:

Full reciprocity on all operations except trucks, tractors, and trailers engaged in intra-state ones.

As in your case, it is understood that all trucks must comply with size and weight regulations. In addition all common contract carriers must register with our Public Utilities Commission.

Very truly yours,
Administrative Assistant
Motor Vehicle Division.

RECIPROCITY IN BUS TRAVEL BETWEEN MAINE AND QUEBEC (16 MAY 1949) (DOCUMENT)

May 16, 1949
Assistant-Comptroller of Revenue
Quebec, Canada

Dear Sir:

Your communication of May 7, 1949 agreeing to the arrangement whereby Maine owned passenger buses will be permitted to travel over the highway in your province from the International Boundary Line above Jackman to the Canadian Customs Office on the Quebec side of the line has been duly received.

We are pleased to grant similar privileges for the operation of Quebec owned passenger buses on Maine highway between the International Boundary Line and the U. S. Customs Office on the Maine side of such International line.

It is very pleasing to us that a start in reciprocal relations between your province and our state has been made. It is sincerely wished that reciprocal privileges between motor vehicle operators in our two domains may be further extended to the end that international highway travel may be facilitated.

Yours very truly,
Secretary of State
State of Maine.

RECIPROCITY IN MOTOR TRUCKS BETWEEN MAINE AND QUEBEC (20 MARCH 1972)
(23 AUGUST 1972) (DOCUMENTS)

TELEGRAM — 3/20/72 9:00 A.M.
Motor Vehicle Division
Augusta, Maine

Following discussions in Washington, D.C. in connection with free movement of fruit and vegetables between your State and our Province please be informed that carriers duly registered in your State can haul fruit and vegetables in our Province without obtaining authorization from the Quebec Transportation Board or without having to pay registration fees in Quebec. This Agreement of course is valid until July 1, 1972 provided same provisions are extended by your State to our carriers.

Assistant Deputy Minister
Quebec Dept. of Transportation

August 23, 1972
Motor Vehicle Division
242 State St.
Augusta
Maine

Dear Sir:

After reviewing the file of reciprocity with your state, we realize that no confirmation of the arrangement made in Miami has been issued from our office.

Please be informed that, in connection with free movement of fruit and vegetables between your state and our province, it has been agreed that carriers duly registered in your state, can haul fruit and vegetables in our province without obtaining authorization from the Quebec Transportation Board and without having to pay registration fees in Quebec.

This agreement is valid without any limitation in time except otherwise specified by the parties concerned.

Yours truly,
Assistant Deputy Minister
Quebec Department of Transport.

RECIPROCITY IN MOTOR VEHICLES BETWEEN MAINE AND SASKATCHEWAN (28 AUGUST 1953) (DOCUMENT)

August 28, 1953
Director of Motor Vehicles,
Augusta, Maine, U.S.A.

Dear Sir:

We wish to advise that our Government has by Order-in-Council dated January 13, 1953 approved reciprocal arrangements with other provinces and states as follows: "Where a vehicle owned by a resident of province or

state, has been registered as a commercial vehicle or a public service vehicle in the province or state in which the owner is resident and it is desired to register such vehicle as a commercial vehicle or public service vehicle in the Province of Saskatchewan to enable it to be operated with closed doors through the Province of Saskatchewan, the fee payable for each truck powerunit, trailer or semi-trailer shall be \$5.00 per vehicle. This paragraph shall apply only to residents of provinces or states which put into and keep in effect reciprocal provisions applying to residents of Saskatchewan."

Trusting you will keep the Board of this Province advised regarding reciprocal developments by your Board. Chairman, Highway Traffic Board
Saskatchewan Treasury Department

MAINE / UNCLASSIFIED (GENERAL)

INTERPARLIAMENTARY CONFERENCE BETWEEN MAINE AND "THE SOUTHEASTERN PROVINCES OF CANADA" LEGISLATORS "TO EFFECT BETTER COMMUNICATIONS" (3 May 1973)
(DOCUMENT)

State of Maine
In the Year of Our Lord One Thousand Nine Hundred and Seventy-Three
In House, May 2, 1973
JOINT ORDER RELATIVE TO INTERPARLIAMENTARY CONFERENCE
NEW ENGLAND AND CANADA.

WHEREAS, the Legislature of the State of Maine is very proud of the fine relationships which traditionally have been shared with our sister States in New England and our neighboring Provinces in Canada; and

WHEREAS, there are a great many areas of mutual interest and concern which should be discussed by legislators of the States of New England and of the southeastern Provinces of Canada; and

WHEREAS, one means to effect better communications between governments of these areas would be to conduct a week-long conference of legislators from the New England States and the Provinces of Atlantic Canada and Quebec; and WHEREAS, such a conference is proposed for the summer of 1974 to be held at the University of Maine at Orono under the auspices of the Maine Commission on Interstate Cooperation and the New England-Atlantic Provinces-Quebec Center; and

WHEREAS, a free exchange of ideas and legislative experience, coupled with detailed consideration of topics of shared economic, political and resource interests, could be of direct benefit to each jurisdiction; and

WHEREAS, better communications among legislators cannot help but to lead to broader understanding, thus enhancing a cooperative approach to common problems; now, therefore be it

ORDERED, the Senate concurring, that the Maine Commission on Interstate Cooperation, established under the Revised Statutes, Title 3, sections 201 to 206, is authorized and directed to aid in the organization and sponsorship of an Interparliamentary Conference at the University of Maine at Orono during the summer of 1974; and be it further

ORDERED, that there is appropriated from the Legislative Account to the Maine Commission on Interstate Cooperation the sum of \$10,000 for the fiscal year ending June 30, 1973 to carry out the purposes of this Order and any unexpended balance shall not lapse but shall remain in a continuous carrying account until the purposes of this Order are carried out.

House of Representatives

Read and Passed

May 2, 1973

Sent Up for Concurrence

Clerk of the House

In Senate Chamber

Read and Passed

in Concurrence

May 3, 1974

Secretary of the Senate

"JOINT AGREEMENT" BETWEEN MAINE AND NEW BRUNSWICK "TO MAINTAIN AND FOSTER CLOSE COOPERATION IN ALL RELEVANT AREAS OF CONCERN" (28 JUNE 1973) (DOCUMENT)

JOINT AGREEMENT
between the
STATE OF MAINE
and

PROVINCE OF NEW BRUNSWICK

WHEREAS, the State of Maine and the Province of New Brunswick, along with the remaining Atlantic Provinces, the Province of Quebec and the other New England States, are in the same geographical region; and

WHEREAS, Maine and New Brunswick share a proud tradition of continuous friendship and cooperation; and

WHEREAS, the peoples of Maine and New Brunswick have close social, cultural and economic ties; and

WHEREAS, Maine and New Brunswick hold many common goals and aspirations and share similar needs and problems; and

WHEREAS, there have been frequent contacts among government officials of Maine and New Brunswick over the years; and

WHEREAS, we the signatories hereto met at Campobello Island, N.B. on June 21, 1971 to discuss common problems, and on that day established a Committee of Officials to determine areas where cooperative programs might be to the mutual advantage of both Maine and New Brunswick; and

WHEREAS, at Fredericton, N.B. on October 18, 1971 we agreed to initiate a program of sustained cooperation in Environmental, Energy, Trade, Tourism and Transportation matters; and

WHEREAS, at Fort Fairfield, Maine on July 22, 1972 we agreed to broaden the Program of Cooperation to include Forestry, Fisheries, Recreation and Agriculture; and

WHEREAS, since June, 1971 Maine and New Brunswick officials concerned with these areas of cooperation, as well as our own officials, have met numerous times and continue to meet in implementing the Program of Cooperation; and

WHEREAS, our actions to date in the furtherance of closer ties between Maine and New Brunswick, and, in particular, the Program of Cooperation now existing between Maine and New Brunswick have been mutually beneficial by opening avenues of communication, by stimulating exchanges of information, material, personnel, and ideas, and by producing an increased awareness among both governmental officials and others that each has a vital interest in what transpires in the other's domain and an equally vital interest in working in close harmony with the other in a wide range of concerns.

NOW, THEREFORE, I, Governor ... and, I, Premier ... agree as follows: We shall endeavor, in our respective capacities as Premier and Governor, to maintain and foster close cooperation in all relevant areas of concern, consistent with such Canadian and United States federal policies as may apply, and in particular, we designate the areas of Environment, Energy, Trade, Tourism, Transportation, Forestry, Recreation, Fisheries and Agriculture as appropriate for continued and expanded common effort among the agencies of Maine and New Brunswick, while acknowledging that other areas of mutually beneficial cooperation may emerge from time to time.

Dated at Augusta, Maine this twenty-eighth day of June, 1973.

Governor

STATE OF MAINE

Premier

PROVINCE OF NEW BRUNSWICK

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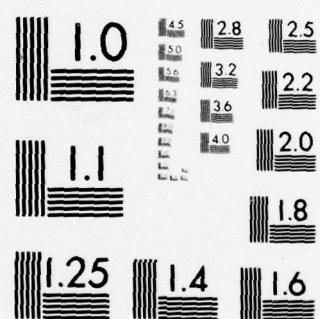
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**RESOLUTION OF MAINE ET AL. AND THE EASTERN PROVINCES TO CREATE A COMMITTEE
ON INTER-REGIONAL ECONOMIC DEVELOPMENT (14 JUNE 1974) (DOCUMENT)**

**RESOLUTION OF THE NEW ENGLAND GOVERNORS AND THE PREMIERS OF THE FIVE
EASTERN CANADIAN PROVINCES**

June 14, 1974

WHEREAS, the Northeastern section of the North American Continent would benefit from closer cooperation between the United States and Canada; and

WHEREAS, the work accomplished by the Eastern Canadian Premiers' New England Governors' Energy and Transportation Advisory Committees during the past year points up the need for closer ties between the two regions;

NOW THEREFORE BE IT RESOLVED THAT the New England Governors and the Eastern Canadian Premiers agree to continue the work of the Advisory Committees and expand it by creating a standing committee of officials on Inter-Regional Economic Development with broad responsibilities to study and make recommendations in such areas as trade, transportation, energy and tourism.

BE IT FURTHER RESOLVED THAT we charge this Committee with the following duties:

- 1) Take all appropriate action to create conditions whereby the electric power and petroleum projects discussed at the June, 1974, meeting at Sugarbush Inn, Warren, Vermont, are developed to the mutual advantage of both the States and the Provinces.
- 2) Consider one or two specific projects designed to coordinate existing state and provincial policies as an indication of the potential for further coordination.
- 3) Undertake to identify certain specific commodities on which tariff barriers might be lowered or eliminated to the overall mutual advantage of the region.
- 4) Investigate the continuing benefits of tourism exchanges within the region and the impact that the American Bicentennial and the Montreal Olympics in 1976 will have on the provinces and states of the region.
- 5) Review in detail off-shore continental shelf oil and natural gas development plans as they affect the North Atlantic.
- 6) Investigate the actions necessary to restore the Atlantic salmon to the entire region.

Premiers of Eastern Canada

Gerald A. Regan
 Premier of Nova Scotia
 Richard B. Hatfield
 Premier of New Brunswick
 Alex Hickman
 Deputy Premier of Newfoundland
 Alexander B. Campbell
 Premier of Prince Edward Island
 Robert Bourassa
 Prime Minister of Quebec

Governors of the New England States

Thomas P. Salmon
 Governor of Vermont
 Thomas J. Meskill
 Governor of Connecticut
 Kenneth M. Curtis
 Governor of Maine
 Francis W. Sargent
 Governor of Massachusetts
 Meldrim Thomson, Jr.
 Governor of New Hampshire
 Philip W. Noel
 Governor of Rhode Island

DOCUMENTATION FOR THE STATE OF MARYLAND

MARYLAND/TRANSPORTATION

RECIPROCAL AGREEMENT BETWEEN MARYLAND AND MANITOBA CONCERNING MOTOR VEHICLE RECIPROCITY (21 February 1961) (3 March 1961) (DOCUMENTS)

February 21, 1961

Transportation Analyst,
Department of Motor Vehicles,
Baltimore, Maryland

Dear Sir:

I was most pleased to receive your letter of the 7th inst.

By even date I am advising the Secretary of our Motor Carrier Board to waive all licence fees on Maryland trucks.

It was thoughtful of you to refer the matter of our entering into the Multistate Agreement and I shall be looking forward to hearing from the representative, whom I know fairly well through the American Association of Motor Vehicle Administrators.

When I hear from [him], I will be only be too happy to recommend to my Minister participation in the Multistate Agreement.

We already have full reciprocity with Indiana, Michigan and Missouri and, speaking personally, I would be proud to have Manitoba the most northerly member of the south-eastern agreement.

I enjoyed your letter very much and reciprocate your good wishes.

Yours very truly,
COMMISSIONER OF MOTOR VEHICLES.
Department of Public Utilities
Province of Manitoba

March 3, 1961

Commissioner of Motor Vehicles
Winnipeg, Manitoba
Canada

Dear Sir:

Thank you for your letter of February 21, 1961. I am today in receipt of a letter [concerning] the Multistate Reciprocal Agreement. [I am advised] that [they] have discussed the question of Manitoba's entrance into the Multistate Reciprocal Agreement and it is their feeling that because of a technicality in the motor vehicle laws of some of the state parties to the Agreement, the matter is one that for the time being at least, will have to be handled bi-laterally between the individual States and your Province.

In Maryland there appears to be no obstacle to our making an agreement with the Provinces, but in some of the southern states there is a little less latitude. [It is suggested] that the matter of agreements with the various Provinces be discussed at the next regional meeting in Lexington, Kentucky in May at which time I trust some method of handling matters satisfactorily to all concerned can be worked out.

[It is further advised] that although Georgia does not have authority to enter into reciprocal agreements with the Provinces as the law stands, it does have authority to permit, and will continue its present practice of permitting, two trips per month for the operation of any vehicle from any

place, adding that Georgia has been getting along well with the Provinces under this special statute without any agreement.

I note that in addition to having full reciprocity with Indiana, Michigan, and Missouri, you are advising your Motor Carrier Board to waive all license fees on Maryland trucks. This is most gratifying to us and we shall be happy indeed to continue our cordial relations with your Province. So far as we are concerned there is no limit as to the number of trips that may be made by any Manitoba-based vehicle either private or commercial into or through our State. . . .

With every good wish, I am

Sincerely yours,
Transportation Analyst
Maryland Department of Motor Vehicles

"UNDERSTANDING" BETWEEN MARYLAND AND ALBERTA CONCERNING MOTOR VEHICLE RECIPROCITY (22 November 1957, 9 September 1965) (DOCUMENTS)

November 22, 1957
Minister of Highways
Edmonton, Alberta
Canada

Dear Sir:

I appreciate your writing to us under date of November 15th, concerning Loppington Transfer of Bredenburg, Saskatchewan.

If I understand the situation correctly, you issued to residents of your own Province a certain type of license plate whereas a different type of plate is issued to non-residents and others whose vehicles actually are domiciled without the Province of Alberta but who have occasion to use your highways. These latter are not entitled to any reciprocity by virtue of their displaying Alberta license plates of the special type mentioned, as well as plates issued by their own Province.

If I have interpreted your letter correctly, the situation existing in your area is different from any of which I have knowledge in the States. It occasionally happens that it is found necessary to register a vehicle in two or even more states. In such case, however, each state registers the vehicle without reservations and the same fees are paid as though the vehicle were not registered in another state. Thus, for all practical purposes, the vehicle can be considered as fully registered in each state and reciprocity will be granted on the basis of registration in either or any of the states involved.

In view of your comments, we will look into the situation more carefully in the future where application for extension of reciprocity privileges is made.

With every good wish, I am

Very truly yours,
Transportation Analyst
Maryland Department of Transportation

9 September 1965
 Transportation Analyst
 Department of Motor Vehicles
 Glen Burnie, Maryland 21061

Dear Sir:

Re: Operating Authority
 United States Carriers

Effective October 1, 1965, the privilege of obtaining up to six (6) permits per calendar year by United States carriers will be withdrawn.

This policy shall apply only to applications for the transportation of commodities for which operating authority is required, but shall exempt the following United States carriers who will continue to be allowed up to six (6) permits per year without operating authority:

- (1.) Carriers transporting own goods.
- (2.) Carriers proceeding through the Province on a closed-door basis.
- (3.) Carriers transporting goods generally exempted by the United States Interstate Commerce Commission.

Notwithstanding reciprocal agreements in effect, Alberta operators are required to obtain operating authority from the Interstate Commerce Commission before being permitted to deal with the various States. In Canada the rights granted by I. C. C. authority in the United States, is vested in the individual Provinces.

Those United States carriers, not exempted, will be required to adopt one of the following procedures:

(a.) Ship with carriers who have Alberta Operating Authority recognized by this Board. The person named in the registration of the truck must be identical to the person named in the operating authority in-so-far-as Alberta is concerned. Operation by one person under another persons operating authority would not be recognized.

(b.) Apply for Alberta Operating Authority.

Those carriers who already have operating authority or who obtain such authority will continue to receive reciprocity permits in accordance with the terms of the existing reciprocal agreements between the various States and the Province of Alberta.

The above is submitted for your information. If any further information or clarification is required please feel free to contact officials of this Department at any time.

Yours very truly,
 Highway Traffic Board
 Alberta Department of Highways

UNDERSTANDING BETWEEN MARYLAND AND ONTARIO CONCERNING MOTOR VEHICLE RECIPROCITY (9 April 1963) (DOCUMENT)

April 9th, 1963.

Memorandum to: All Chief Constables

Re: United States Commercial Vehicles Operating
 in Ontario

This is to advise you that regulations have now been approved extending commercial motor vehicle and trailer registration exemptions to residents of a state of the United States of America that will grant similar exemptions to a resident of Ontario.

The new exemptions are:

- (i) vehicles having a gross weight of not more than 6000 pounds and transporting goods owned by the owner of the vehicle;
- (ii) vehicles transporting natural products of the farm and/or livestock owned by the owner of the vehicle;
- (iii) vehicles transporting objects and materials used in the production of cultural presentations and exhibitions including musical and ballet concerts and art exhibits provided such presentations and exhibitions are not carried on solely for the purpose of financial gain.

Formerly, exemptions applied only to hearses, ambulances and charter bus trips.

In addition, beginning April 29th, 1963, a one trip permit will be available for issue to residents of the United States to operate a commercial motor vehicle not otherwise exempt from registration in Ontario, while transporting goods owned by the owner of the vehicle.

These permits will be issued for a fee of \$20.00 and will be valid for a period of 5 days. They may be purchased at the Motor Vehicle License Office at the port of entry.

For the present time, and until further notice, please extend the exemptions outlined in the first part of this letter to residents of every state of the United States.

Office of the Registrar of Motor Vehicles.
Ontario Department of Motor Vehicles

UNDERSTANDING BETWEEN MARYLAND AND QUEBEC CONCERNING MOTOR VEHICLE RECIPROCITY (7 May 1973) (DOCUMENT)

Telefax

Director of Reciprocity
Motor Vehicle Administration
Glen Burnie, Maryland
7 May 1973

Following receipt of your telegraph of April 15th 1973. We confirm the existant of an understanding between the state of Maryland and the Province of Quebec of the transport of produce. This agreement will however be confirmed in a more former text to come based on the laws of Quebec and Maryland as a review of different agreements between Provinces and States is no underway in Quebec.

Quebec Department of Transport

Assistant Deputy Minister,
Department of Transport
Parliament Building
Quebec City, Quebec, Canada

This is to confirm the existence of an understanding between the Province of Quebec and the State of Maryland effective April 10, 1973 wherein each jurisdiction grants free operation for vehicles registered in either jurisdiction when engaged in the transport of produce between Montreal, Province of Quebec and into or through the State of Maryland.

Director of Reciprocity
Motor Vehicle Administration
Glen Burnie, Maryland

**UNDERSTANDING BETWEEN MARYLAND AND SASKATCHEWAN CONCERNING MOTOR VEHICLE
RECIPROCITY (10 December 1957) (22 November 1957) (DOCUMENTS)**

10 December 1957
**Transportation Analyst,
Department of Motor Vehicles,
State of Maryland,
Baltimore, Md., U.S.A.**

Dear Sir:

In reply to your letter of the 22nd ultimo, we wish to advise that the Highway Traffic Board of this province allows a non-resident transporter to enter Saskatchewan on trip permits. As far as it is known to this Board there are very few Saskatchewan residents who would have occasion to transport commodities into or through the State of Maryland.

Yours very truly,
**Highway Traffic Board.
Treasury Department
Province of Saskatchewan**

November 22, 1957
**Director of Revenue
Regina, Saskatchewan
Canada**

Dear Sir:

We occasionally receive requests from residents of your State for extension of reciprocal privileges to the extent of making an occasional trip with a commercial vehicle into or through our State.

It has been our invariable policy to grant such requests with the understanding that the applicant's state or province will grant our residents similar privileges in using their highways. Such a case is referred to in our letter of October 23, 1957, addressed to Leppington Transfer, Bredenberg, Saskatchewan, Canada, copy of which letter we sent to you.

We now are informed that although the vehicles of the concern in question bear registration plates issued by the Alberta authorities, the company in question is not entitled to reciprocal privileges in other jurisdiction simply because of the display of Alberta license plates. Such a situation is not analogous to anything that we have hitherto encountered in the States.

It sometimes is necessary to register a vehicle in two or even more states because of its being domiciled for considerable periods in the states in question. In such instances the owner is entitled to full reciprocity privileges with any other jurisdiction enjoying such privileges with either of the states which have registered the vehicle.

We seem not to have had any reciprocity agreement with your Province and if, in view of the foregoing, you are interested in entering into a formal or informal reciprocity arrangement with the State of Maryland, we shall be glad to hear from you further.

Very truly yours,
**Transportation Analyst
Maryland Department of Motor Vehicles**

DOCUMENTATION FOR THE STATE OF MASSACHUSETTS

MASSACHUSETTS / COMMERCE AND INDUSTRY**"JOINT AGREEMENT" BETWEEN MASSACHUSETTS AND NEW BRUNSWICK ON TRADE AND TOURIST COOPERATION (3 DECEMBER 1973) (DESCRIPTION AND DOCUMENT)**

DESCRIPTION: The Premier of New Brunswick and the Governor of Massachusetts, U.S.A., signed a trade promotion and tourist development agreement last month which calls for mutual assistance in the marketing and display of manufactured goods.

Massachusetts agreed to assist New Brunswick manufacturers in making marketing contacts in the state and to assist provincial government agencies in arranging displays of New Brunswick products in shipping centres throughout Massachusetts.

The U.S. state will also participate in efforts to alleviate technical problems encountered by New Brunswick truckers hauling to and from Massachusetts.

In return, New Brunswick agreed to assist Massachusetts in identifying, arranging and supporting development displays in the province which will incorporate the sale of products manufactured in the state.

The province will also supply Massachusetts with a list of agents and distributors and make contacts on behalf of state manufacturers, particularly for the sale and distribution of roses and other flower products.

In tourist development, New Brunswick will assist Massachusetts in the showing of short films on television within the province which portray the state as a major year-round tourist attraction.

The agreement also calls for further talks concerning the possibility of a joint tourism advertising campaign in connection with the summer games in Montreal and a review, on a commodity basis, of government purchasing in an effort to eliminate preferences between the two jurisdictions.

(DOCUMENT)**JOINT AGREEMENT between the THE COMMONWEALTH OF MASSACHUSETTS and PROVINCE OF NEW BRUNSWICK**

WHEREAS, the Commonwealth of Massachusetts and the Province of New Brunswick share a proud tradition of continuous friendship and cooperation; and WHEREAS, Massachusetts and New Brunswick hold many common goals and aspirations; and

WHEREAS, there have been frequent contacts among government officials of Massachusetts and New Brunswick over the years; and

WHEREAS, our participation at the recent meeting of the New England Governors and Eastern Canadian Premiers in Prince Edward Island opened new avenues for cooperation between the Commonwealth of Massachusetts and the Province of New Brunswick as well as between the two regions of which we form a part.

NOW, THEREFORE, I, the Governor and I, the Premier signify our determination that the Commonwealth of Massachusetts and the Province of New Brunswick will initiate cooperative action in the following areas:

I. TRADE DEVELOPMENT AND EXPANSION

- A. The Commonwealth of Massachusetts agrees:
1. To assist New Brunswick manufacturers in making potential marketing contacts within the Commonwealth;
 2. To assist cognizant agencies of the Government of New Brunswick in arranging displays of New Brunswick manufactured products in shopping centers throughout the Commonwealth; and
 3. To institute consultation between our two jurisdiction in an effort to alleviate problems encountered by New Brunswick truckers in the Commonwealth or a result of the application of truck regulations of a technical nature.
- B. The Province of New Brunswick agrees:
1. To assist the Commonwealth of Massachusetts in identifying, arranging and supporting development displays in New Brunswick which will incorporate the sale of Massachusetts manufactured products and the promotion of tourism; and
 2. To supply the Commonwealth of Massachusetts with a list of agents and distributors and to make contacts on behalf of manufacturers in Massachusetts with agents and distributors particularly for the sale and distribution of roses and other flower products.

II. TOURIST DEVELOPMENT

- A. The Province of New Brunswick agrees:
1. To assist the Commonwealth of Massachusetts in the showing of short films on television stations within the Province which portray Massachusetts as a major year-round tourist attraction.

III. The Commonwealth of Massachusetts and the Province of New Brunswick agree to further discussions concerning the possibility of:

1. A joint tourism advertising campaign in connection with the summer games in Montreal designed to encourage New York - New Jersey travellers to travel to Montreal via Massachusetts and return home via New Brunswick; and
2. A review on a commodity basis of government purchasing in an effort to eliminate preferences between the two jurisdictions commodity by commodity.

IV. The Commonwealth of Massachusetts and the Province of New Brunswick further agree to cooperative action in other areas which may be delineated by the two jurisdictions from time to time and which are consistent with such United States and Canadian federal policies as may apply.

Dated at Boston, Massachusetts this third day of December, 1973.

Governor
Commonwealth of Massachusetts

Premier
Province of New Brunswick

DOCUMENTATION FOR THE STATE OF MICHIGAN

MICHIGAN/ENERGY

ARRANGEMENT BETWEEN MICHIGAN AND ONTARIO FOR JOINT POLICY ON OIL AND GAS DRILLINGS IN LAKE HURON, ST. CLAIR RIVER, LAKE ST. CLAIR AND DETROIT RIVER (13 June 1967) (DOCUMENT)

Policy Statement:

During the past several years considerable public attention has been focused on the advisability or otherwise of drilling for oil and gas in or near the waters of Lake Huron, the St. Clair River, Lake St. Clair and the Detroit River. Consideration has therefore been given by the State of Michigan and the Province of Ontario to this subject in light of present and proposed uses of these waters, recognizing the importance, of utilizing them to the greatest advantage for the greatest number of people. As a result, representatives of Michigan and Ontario have met through the good offices of the International Joint Commission, which maintains continuing supervision over the quality of these waters. Representatives of the two governments have informed the Commission that Ontario and Michigan, through their responsible officers have adopted and will pursue the following policy with respect to the drilling for oil or gas in or near the said waters.

1. Drilling permits for oil and gas wells shall not be issued in the International boundary waters comprising Lake Huron, the St. Clair River, Lake St. Clair and the Detroit River to its mouth in Lake Erie.
2. Drilling permits for oil and gas wells may be granted on the uplands bordering these waters and upon islands therein, both in the Province of Ontario and the State of Michigan provided that they are not within 350 feet of the water's edge. Permits for wells closer than 350 feet may be granted only after individual inspection and subsequent approval by the Ontario Lieutenant Governor in Council or the Supervisor of Wells of Michigan. Before such permits are to be granted by either the State of Michigan or the Province of Ontario, at least 30 days notice will be given to the other governmental jurisdiction.
3. If a change in this Policy is proposed by either the Province of Ontario or the State of Michigan, formal notification will be given to the other party and the International Joint Commission at least 30 days prior to the effective date of such change.
4. The oil and gas regulatory authorities of both the Province of Ontario and the State of Michigan will make, support and promote the amending of existing regulations or the adopting of new regulations which will provide for implementation of this Policy.
5. Current statutes governing these operations in Ontario and Michigan are considered adequate and no amendatory legislation is necessary at this time.
6. Professional staffs of both governmental jurisdictions will continue to keep abreast of technological advances in offshore drilling operations and will advise their respective governments when and if a change in this Policy appears necessary and in the public interest.

MICHIGAN/ENVIRONMENTAL PROTECTION

ARRANGEMENTS BETWEEN MICHIGAN AND ONTARIO TO DEVELOP A "PROPOSED INTEGRATED CO-OPERATIVE AIR POLLUTION CONTROL PROGRAM IN THE MICHIGAN-ONTARIO INTERNATIONAL AREA" (From 1971) (DOCUMENTATION AS OF 18 April 1973)

Proposed Integrated Cooperative Air Pollution
Control Program in the Michigan - Ontario International Area
prepared for

The Great Lakes Conference of Governors and Premiers
by

Ontario Ministry of the Environment, Air Management Branch
Michigan Department of Natural Resources, Air Pollution Control Division
Wayne County (Michigan) Health Department, Air Pollution Control Division

Introduction

The international flow of air pollution between the Province of Ontario and the State of Michigan has been a subject of great concern to the citizens and governments of each country. That the citizens of one country were affected by the air pollution sources of the other was never in doubt; however, the magnitude of these effects was not determined until the International Joint Commission, at the request of the Governments of the United States and Canada, began its study of the transboundary flow of air pollution in the Detroit-Windsor and Sarnia-Port Huron areas. These areas which are also the trans-boundary area of concern in this report are shown in Figure 1. The I.J.C. study confirmed the existence of an international air pollution problem, quantified the transboundary flow of air pollutants, and recommended that the State of Michigan and the Province of Ontario accelerate their abatement sources and cooperate to prevent the creation of new sources of transboundary air pollution.

At the Governors and Premiers Great Lakes Conference in August 1971 a resolution was passed recommending that "a committee composed of the heads of the air pollution control agencies for the State of Michigan, Wayne County and the Province of Ontario be established and that they be directed to present to this Conference within six months a proposal setting forth an integrated cooperative program for the abatement of transboundary air pollution, and, that such a program be used as a basis for future cooperative integrated programs in other areas as the need arises."

As directed by the Conference, the aforementioned committee was formed and has completed the writing of this document which details the objectives and methods of cooperation between our two countries. These objectives are considered by the air pollution control agencies of Ontario, Michigan and Wayne County to be feasible and the methods are considered to be adequate to achieve the objectives.

Representatives of the 3 agencies will plan to meet at least once in each six month period for the purposes of reviewing progress towards achieving program goals, discussing status of current air pollution problems in the transboundary area, keeping each agency informed on future plans for program changes in the other agencies, and discussing other matters relating to the transboundary air pollution situation.

Abstract

As directed by the Governors and Premiers Great Lakes Conference, a committee composed of the heads of air pollution control agencies for the State of Michigan, Wayne County, and the Province of Ontario, has developed a proposal setting forth an integrated cooperative program for the abatement of transboundary air pollution. This program specifies procedures and responsibilities for each agency in the following areas:

- I. Air Quality Standards
Air quality standards which are the objectives of air pollution control programs in Michigan and in Ontario are explained. Standards of Ontario and Michigan are compared and discrepancies discussed.
- II. Identification of Significant Sources of Air Pollution
Specific point sources of air pollutants are named and their estimated 1971 emissions of SO₂ and particulate matter are listed. The significance of area sources and marine sources is also discussed.
- III. Compliance Schedules
For each identified point source of air pollution not currently considered to be in compliance a compliance schedule will be established by mid-1973. Enforcement procedures in regard to other sources are also discussed.
- IV. Prevention of Air Pollution Episodes
Procedures are established for action by the respective agencies in the event of observed or predicted high-levels of air pollutants.
- V. Air Quality Monitoring Network
In this section the location of samplers and the specific contaminants being sampled are identified and acceptable sampling methods, analytical techniques and compatible data reporting methods are established.
- VI. Air Pollution Complaint Exchange and Referral
Procedures are established whereby complaints generated by a source in the neighboring country can be referred to the agency having jurisdiction.
- VII. Consultation on New or Modified Transboundary Sources
Procedures are established to afford each country the opportunity to make an input into the permit granting process for sources affecting their areas, but located outside of their jurisdiction.
- VIII. Notice of Proposed Rule Changes
Procedures are established to afford each control agency an opportunity to review and make comment on the proposed changes in the air pollution control requirements of a neighboring jurisdiction prior to the adoption of such changes.
- IX. Exchange of Expertise
Procedures are established for the exchange of expertise in certain specialized fields of air pollution control.
- X. Other Data and Information Exchange
Procedures are established whereby the air pollution control agencies are afforded an opportunity to acquire from each other weather data, air pollution emission data, compliance schedules and any other data or information which may be required for the development and evaluation of air pollution control strategies.

MICHIGAN/HUMAN SERVICES

UNDERSTANDING BETWEEN MICHIGAN AND BRITISH COLUMBIA ON UNIFORM RECIPROCAL ENFORCEMENT OF SUPPORT (N.D.) (DOCUMENT)

Declaration of Reciprocity

WHEREAS, The Uniform Reciprocal Enforcement of Support Act of Michigan, 8 P.A. 1952, as amended (hereafter URESA) provides for reciprocity with foreign states, and
WHEREAS, the Province of Ontario, Dominion of Canada, was formally declared to be a reciprocating foreign state under URESA on or about the 23rd day of June, 1960, and
WHEREAS, the Province of British Columbia, Dominion of Canada, (hereafter British Columbia) satisfies the reciprocal provisions of URESA, and
WHEREAS, British Columbia is desirous of being declared a reciprocating foreign state in accordance with the provisions of URESA, and
WHEREAS, the State of Michigan is desirous of declaring British Columbia a reciprocating foreign state in accordance with the provisions of URESA,

NOW THEREFORE, IT IS HEREBY ORDERED AND DECLARED that the Province of British Columbia, Dominion of Canada is a reciprocating foreign state in accordance with the terms and provisions of the Uniform Reciprocal Enforcement of Support Act of Michigan.

Director, Michigan Department of Social Services

approved as to form and content

Attorney General, State of Michigan

UNDERSTANDING BETWEEN MICHIGAN AND ONTARIO ON UNIFORM RECIPROCAL ENFORCEMENT OF SUPPORT (23 June 1960) (DESCRIPTION AND DOCUMENTS)

DESCRIPTION: The states of the United States have found a way of collecting support payments from respondents domiciled in one state in behalf of petitioners domiciled in another without the necessity of personal appearance of the petitioner in the distant court of jurisdiction. Each state has adopted a statute with some such title as Uniform Reciprocal Enforcement of Support Act.

Formerly only criminal liability could be enforced across state lines, involving extradition and the reluctance of governors to grant extradition of a man who had remarried when such extradition would create a welfare burden in the state of his residence. Now on the basis of petitions certified in one state the other takes jurisdiction of the man, issues a support order, and collects it, being willing to do so because of the reciprocity feature.

Several years ago the Attorney General of Ontario decided that the statutes of that province would permit Ontario courts to act on Michigan petitions in a similar manner but neither the laws of Michigan nor those of any other state had been worded to permit such international reciprocity. Thereupon Michigan offered at the annual national reciprocal support conference to try to amend its own law and this has now been done. Very shortly we will be able to send our petitions to the Ontario courts and vice versa.

The office of the United States Attorney General has advised us that what we are doing is not treaty-making and therefore not in violation of the Constitution of the United States since, in fact, these are unilateral actions by each state or province simply opening their courts to receive petitions if the petitioning jurisdiction has done likewise.

Each of the laws of the states of the United States provides for a central clearance authority or "information agent" to handle general correspondence relating to the operation of the laws and to help when cases do not move properly, etc. In some instances this is the Attorney General, in others it is the State Welfare Department, the latter being the case in Michigan and the writer having been assigned the function.

(DOCUMENT)

June 6, 1960

Director

Department of Social Welfare
Lansing 13, Michigan

Dear Sir:

This letter will formally advise you that in my opinion the Province of Ontario in Canada is qualified to be designated as a "reciprocating" state as provided by Section 24 of the Michigan Uniform Reciprocal Enforcement of Support Act, as last amended by Act No. 191 of the Public Acts of 1959.

The last amendment permits extension of reciprocal arrangements to states outside the territorial boundaries of the United States, after each such state has been declared to be a "reciprocating state" for purposes of the act by the Michigan Social Welfare Commission, with approval of the Attorney General.

The latest amendments to the Michigan statute were adopted in accordance with an agreement between this office and that of the Attorney General of Ontario, as arrived at pursuant to a series of preliminary negotiations in which members of your staff and that of the prosecutor of Wayne County also participated. It is therefore a satisfaction to bring the project to culmination with this letter of formal approval. It is now appropriate for the Commission to make its own formal declaration.

In individual cases, questions may arise as to the extent to which reciprocity can be enforced in family cases as between Ontario and Michigan. These questions can be dealt with as they arise.

We are advised that on April 28, 1960, O. Reg. 107/60 was passed by the Lieutenant Governor of Ontario in Council, pursuant to the Ontario Reciprocal Enforcement of Maintenance Orders Act. This action declares Michigan to be a reciprocating state for purposes of the Ontario statute.

Thus, as soon as the Michigan Welfare Commission has adopted its regulation, it will be appropriate for the various individuals working at staff level to continue their negotiations to develop a procedure manual and a consistent method for handling support matters arising between Ontario and Michigan.

Attorney General
Michigan

(DOCUMENT)

Subject: Notice of International Reciprocity, 23 June 1960

WHEREAS The Uniform Reciprocal Enforcement of Support Act of Michigan, being Act 8 of the Public Acts of 1952, as amended, now provides for reciprocity with foreign states, and

WHEREAS The Social Welfare Commission has received notice from the Honorable Attorney General of Michigan advising that the similar law of the province of Ontario makes reciprocal support actions possible between Michigan and Ontario, and

WHEREAS The Lieutenant Governor of Ontario in Council, pursuant to the Ontario Reciprocal Enforcement of Maintenance Orders Act, has declared Michigan to be a reciprocating state for the purposes of the Ontario Act, and

WHEREAS Section 24 of the Michigan Act provides that the Social Welfare Commission shall make such a declaration for Michigan when the facts so warrant, be it therefore

RESOLVED That the province of Ontario be named and hereby becomes a reciprocating foreign state under the Michigan statute.

MICHIGAN/TRANSPORTATIONRECIPROCAL ARRANGEMENTS BETWEEN MICHIGAN AND ALBERTA ON COMMERCIAL VEHICLES
(9 September 1965) (DOCUMENT)

Dear Sir:

Re: Operating Authority
United States Carriers

Effective October 1, 1965, the privilege of obtaining up to six (6) permits per calendar year by United States carriers will be withdrawn.

This policy shall apply only to applications for the transportation of commodities for which operating authority is required, but shall exempt the following United States carriers who will continue to be allowed up to six (6) permits per year without operating authority:

- (1.) Carriers transporting own goods.
- (2.) Carriers proceeding through the Province on a closed-door basis.
- (3.) Carriers transporting goods generally exempted by the United States Interstate Commerce Commission.

Notwithstanding reciprocal agreements in effect, Alberta operators are required to obtain operating authority from the Interstate Commerce Commission before being permitted to deal with the various States. In Canada the rights granted by I. C. C. authority in the United States, is vested in the individual Provinces.

Those United States carriers, not exempted, will be required to adopt one of the following procedures:

- (a.) Ship with carriers who have Alberta Operating Authority recognized by this Board. The person named in the registration of the truck must be identical to the person named in the operating authority in-so-far-as Alberta is concerned. Operation by one person under another persons' operating authority would not be recognized.
- (b.) Apply for Alberta Operating Authority.

Those carriers who already have operating authority or who obtain such authority will continue to receive reciprocity permits in accordance with the terms of the existing reciprocal agreements between the various States and the Province of Alberta.

The above is submitted for your information. If any further information or clarification is required please feel free to contact officials of this Department at any time.

Secretary
Highway Traffic Board

Safety & Enforcement Division
Department of State
208 N. Capitol Avenue
Lansing, Michigan 48918

RECIPROCAL UNDERSTANDING BETWEEN MICHIGAN AND MANITOBA ON MOTOR VEHICLES
(5, 16 November 1962) (DOCUMENTS)

November 5, 1962
Acting Commissioner of Motor Vehicles
Motor Vehicle Branch
818 Portage Avenue
Winnipeg 10, Manitoba

Dear Sir:

Michigan is in the process of reviewing its reciprocal status with several of the Canadian provinces. I had hoped to have an opportunity to talk to you at the Las Vegas meeting of AAMVA, but unfortunately never did manage to do so.

For your information, Michigan has been extending full reciprocity to all of the western provinces for the past several years. However, two of those provinces, Saskatchewan and British Columbia, do not extend full reciprocity to Michigan registered vehicles. We are, therefore, in the process of discussing this problem with the officials of Saskatchewan and British Columbia, and I anticipate, that commencing with the 1963 registration year, we will begin imposing some kind of charge on vehicles from those provinces which enter Michigan.

At the present time, Manitoba vehicles which enter Michigan are given full reciprocity on the license plate registration fees. "For-hire" carriers from Manitoba are required to register with the Michigan Public Service Commission and to pay the fees administered by that Commission. It is my understanding that Michigan registered vehicles which operate into Manitoba do not pay any fees or charges of any kind. Will you please confirm this to me. Is there a difference in treatment in Manitoba between a private carrier from Michigan and a "for-hire" carrier from Michigan? Does the "for-hire" carrier have to register with any Manitoba agencies, or pay any fees or charges of any kind?

Secondly, I would like to know, with respect to Manitoba registered tractors and trailers, whether Manitoba issues a registration plate to both the tractor and the trailer, or whether they issue only the registration plate to the tractor and none for the trailer. In Michigan we have run into some serious problems with jurisdictions which do not issue registration plates or identification plates for trailers and semi-trailers. Because it does cause serious enforcement problems, the Michigan Highway Reciprocity Board recently voted not to extend reciprocity to any vehicles which do not carry a registration or identification plate of some kind. Would you please let me know whether Manitoba does, in fact, issue a registration plate to trailers, and if in the ordinary course they do not, is there some kind of registration plate available which they could buy on a voluntary basis which would serve to identify the vehicle as being registered in Manitoba.

Your answers to these questions would be greatly appreciated.

Special Assistant to the
Secretary of State

November 16, 1962
Special Assistant to the
Secretary of State
Department of State
Lansing, Michigan

Dear Sir:

I am sorry we were not able to have a talk at the AAMVA meeting at Las Vegas, however, your informative letter of November 5th helps bring me up-to-date on the subject of reciprocity with Michigan.

Manitoba does not assess any fees or charges against either private or for hire carriers from Michigan.

We license a semi-trailer truck as a unit and the second or rear plate can be transferred from trailer to trailer, however, the second plate must be carried at all times. The tractor carries the identification and each truck, besides being issued with license plates, is issued a certificate identifying that truck and showing the authority it operates under.

I do not believe there are any of our carriers operating into Michigan with straight trucks pulling a trailer. However, for this operation we issue two plates and a registration to the tractor and a single plate and a registration for the trailer with a trailer plate being carried on the rear of the trailer.

I trust this is the information you require.

Deputy Minister
Manitoba Department of Public Utilities

"RECIPROCITY AGREEMENT" BETWEEN MICHIGAN AND ONTARIO ON COMMERCIAL VEHICLES (25 April 1963) (DESCRIPTION AND DOCUMENT)

DESCRIPTION: Press Release

Subject: Reciprocity Agreement with the Province of Ontario
Date: April 26, 1963

At a special meeting of the Michigan Highway Reciprocity Board held on Thursday, April 25, 1963, the Board accepted and ratified a revised reciprocal agreement relating to commercial vehicles, with the Province of Ontario. Under this new agreement, thousands of vehicles will be able to travel from Michigan into Ontario without having to buy Ontario registration plates, which they have been required to do heretofore.

The Highway Reciprocity Board is composed of 3 members. The Board held this special meeting yesterday because we just received official word from the Province of Ontario that the Ontario Cabinet had agreed to the proposals we submitted to them some time ago.

You may remember that on January 30, the Chairman flew to Toronto for a meeting with the Minister of Transport for Ontario, and the Deputy Minister of Transport, for a discussion of these proposals for increased reciprocity. An official of the Highway Department and the Director of the Motor Transport Division of the Public Service Commission, accompanied him on that trip. At that discussion, the officials of the Ministry of Transport agreed to certain proposals which had been submitted to them, and agreed to submit those proposals to the Ontario Cabinet for its approval. Yesterday official notification was received that the Ontario Cabinet had approved the proposals. Now that the Michigan Reciprocity Board has approved them, they will take effect immediately.

The scope of the reciprocity agreement between Michigan and Ontario will now be extended to include the following vehicles:

- (1) Full reciprocity will be extended to all vehicles having a gross weight of not more than 6,000 lbs., and transporting goods owned by the owner of the vehicle, and all public passenger vehicles having a gross weight of not more than 6,000 lbs. This will include most pick-up and panel trucks and certain other light delivery vehicles, and commercially registered passenger cars and station wagons. Detroit taxicabs, for instance, will be able to take passengers into Windsor without having to have an Ontario license plate on the vehicle. All of these vehicles previously have had to be registered in Ontario and pay the regular commercial registration fee.
- (2) Full reciprocity will be extended to all vehicles, of any size, used for the purpose of transporting natural products of the farm and/or livestock, which are owned by the owner of the vehicle. Previously all of these vehicles have also had to be registered in Ontario in order to operate over Ontario highways.
- (3) Full reciprocity will be extended to vehicles used for the purpose of transporting objects and materials used in the production of cultural presentations and exhibitions, including musical and ballet concerts and art exhibits, provided such presentations and exhibitions are not carried on solely for the purpose of financial gain...

In addition to the above, which take effect immediately, on April 29 Ontario will institute a "trip permit" which will permit all operators of

private vehicles, registered in Michigan, used for transporting goods owned by the owner of the vehicle, and which are not otherwise entitled to reciprocity under the above provisions, to purchase a five day "trip permit" for a fee of \$20, to operate through Ontario. Previously these vehicle owners would have had to purchase the regular Ontario registration plate for a fee which might range as high as \$500 or \$600, in order to use Ontario highways. Under the new arrangement, they may purchase the trip permit for \$20 which will authorize them to operate in Ontario for five days. For the hundreds of small and medium sized manufacturers and processors, who only make an occasional trip into or through Ontario, this will represent a substantial savings. There will be no limit on the number of "trip permits" which may be purchased in a year.

There are many truck leasing companies, for instance, who refuse to lease trucks for operation through Ontario, because in order to do so, they would have to pay the full registration fee for each vehicle used in Ontario. Under this new agreement, if an individual wants to lease a vehicle to travel through Ontario, they can now buy the trip permit.

We have been working with Ontario for the past several years in an effort to expand our reciprocal agreement with them, and this is the first really substantial step forward we have been able to take. We still have a long way to go to achieve the same degree of reciprocity on commercial vehicles with Ontario that we already enjoy with more than forty states of the United States and provinces of Canada. We will be continually trying to expand the scope of this agreement in the future. This one step forward, however, will mean that Michigan vehicle operators will save thousands of dollars in Ontario registration fees each year.

(DOCUMENT)

STATE OF MICHIGAN
HIGHWAY RECIPROCITY BOARD
April 25, 1963

At a special meeting of the Highway Reciprocity Board called for this purpose, the following resolution was offered.

Moved and seconded.

WHEREAS, Act No. 124, P.A. of 1960, created the Michigan Highway Reciprocity Board and delegated to said Board certain functions and authority; and

WHEREAS, Section 10 of said Act provides that the reciprocal privileges and benefits provided for in said Act shall not be extended to operators of vehicles registered in jurisdictions which do not grant full reciprocal privilege comparable to those which may be extended under said Act; and

WHEREAS, Section 8 of said Act provides that in the absence of a compact or arrangement with any jurisdiction, the Board may examine the laws and requirements of the jurisdiction and declare the extent and nature of the exemptions and privileges extended by the laws of such jurisdiction to vehicles properly registered and licensed in this state; and

WHEREAS, under the terms of previous agreements between the State of Michigan and the Province of Ontario, said Province has extended reciprocity to certain limited groups of vehicles registered in Michigan, as follows:

- (1) All passenger cars registered as such, and hearses and ambulances;
- (2) Motor buses operated in a scheduled service in Ontario within a distance of ten miles of the border;

- (3) Motor buses while operating on chartered trips into or through Ontario, which originate outside of Ontario;
- (4) Fire apparatus operating in Ontario during emergencies;
- (5) Trailers or semi-trailers when drawn by a commercial motor vehicle registered in Ontario and operated within twenty miles of its point of entry where the point of entry is on the boundary between the State of Michigan and the Province of Ontario; and

WHEREAS, the Province of Ontario has formally notified the State of Michigan that Regulations have now been approved by said Province under which certain further exemptions from registration requirements may be extended to residents of the State of Michigan, provided that the State of Michigan grants similar exemptions to residents of Ontario. Said further exemptions from Ontario registration requirements may be extended to the following types of vehicles properly registered in the State of Michigan:

- (1) Vehicles having a gross weight of not more than 6,000 lbs. and transporting goods owned by the owner of the vehicle; and public passenger vehicles having a gross weight of not more than 6,000 lbs.
- (2) Vehicles transporting natural products of the farm and/or livestock, owned by the owner of the vehicle;
- (3) Vehicles transporting objects and materials used in the production of cultural presentations and exhibitions, including musical and ballet concerts and art exhibitions, provided such presentations and exhibitions are not carried on solely for the purpose of financial gain.

NOW THEREFORE, be it resolved by the Michigan Highway Reciprocity Board, that effective immediately, the following types of vehicles, if properly registered in the Province of Ontario, shall be entitled to full reciprocal privileges and waiver of all license and registration fees imposed by the Michigan Department of State, when operated in Interstate or International commerce only, in the State of Michigan:

- (1) All passenger cars registered as such, and hearses and ambulances.
- (2) All vehicles having a gross weight of not more than 6,000 lbs., transporting goods owned by the owner of the vehicle; and public passenger vehicles having a gross weight of not more than 6,000 lbs.
- (3) Vehicles of any size used for transporting natural products of the farm and/or livestock, owned by the owner of the vehicle.
- (4) Motor buses operated in a scheduled service in Michigan within a distance of ten miles of the border.
- (5) Motor buses registered in Ontario while operating on chartered trips into or through Michigan, which originate outside of Michigan.
- (6) Vehicles transporting objects and materials used in the production of cultural presentations and exhibitions, including musical and ballet concerts and art exhibitions, provided such presentations and exhibitions are not carried on solely for the purpose of financial gain.
- (7) Fire apparatus operating in Michigan or Ontario during emergencies.
- (8) Trailers and semi-trailers operated within, and no more than eight miles beyond, the city limits of Detroit, Port Huron, and Sault Ste. Marie, if the trailer or semi-trailer is drawn by a commercial vehicle registered in Michigan.

Adopted unanimously by the Michigan Highway Reciprocity Board this 25th day of April, 1963.

Secretary of State, Chairman
Highway Commissioner, Member
Public Service Commission, Member

DOCUMENTATION FOR THE STATE OF MINNESOTA

MINNESOTA/HUMAN SERVICES

EXCHANGE OF INFORMATION ON ADOPTION BETWEEN MINNESOTA ET AL. AND MANITOBA THROUGH THE MIDWEST ADOPTION FACILITATING SERVICE (1967) (DESCRIPTION)

The Midwest Adoption Facilitating Service is an organization established in 1967 to facilitate the placement of children for adoption across state and county borders. It is a regional branch of the Adoption Resource Exchange of North America (ARENA). MAFS has its principal office in St. Paul, Minnesota and involves adoption agencies in North Dakota, South Dakota, Nebraska, Iowa, Minnesota, Wisconsin, Illinois and the province of Manitoba, Canada.

MINNESOTA/NATURAL RESOURCES

"COOPERATIVE AGREEMENT" BETWEEN MINNESOTA AND MANITOBA ON FOREST FIRE FIGHTING (6 March 1965, 25 September 1969) (DESCRIPTION AND DOCUMENT)

DESCRIPTION: The agreement made September 25, 1969, is written but unexecuted. It is not believed that it would be practical at this time to go through the cumbersome procedure involved in top government approval action to obtain an executed agreement. All parties are satisfied with the workability of the agreement; meetings of this type are important in continued maintenance of best possible cooperation. The "Common Zone" two-mile strip on either side of the border is not intended to be fully restrictive and both parties agreed that this zone width is subject to extension according to the practical aspects of varying and specific situations and the ability of the cooperator to act.

(DOCUMENT)

In recognition of the fact that fire is no respecter of national boundaries, and that from the standpoint of public welfare and good forestry it is essential that all fires be brought under as prompt control as possible, regardless of point of origin, it is the intent of the parties of this agreement to outline the course of immediate action that will be taken in suppression of fires occurring along the International Boundary, to-wit:

There shall be a "Common Zone" understood to exist for approximately two miles on either side of the International Boundary, which will be under observation by the affected services, as far as possible.

In case of an unattended fire being discovered in this common territory, the protection agency discovering the fire shall take immediate steps to notify the protection agency in whose area it is, and if necessary, take immediate steps to fight the fire, organize crews, etc. until the protection agency affected gets its men on the ground to take charge.

Fires occurring on one side of the line and crossing to the other will be handled by the party first reaching it. The fire will continue to be handled in this manner unless it is desirable to split the suppression action between the agencies involved. The intent of this agreement is to cover fires which burn against the boundary from either side to the end that control measures will not be abandoned simply because the fire has crossed to another territory.

Either branch on being notified of the fire burning in their territory or threatening to cross into it, shall dispatch by first available means, a duly authorized officer to take charge. Payrolls and expenses incident to the fire will be paid by the protection agency responsible for the area the fire is in, on an out pocket expense basis.

The protection agencies will pay all costs of fighting fire in their respective areas under this agreement. When questions on the settlement of costs incurred come up, arrangements as to who and how payment will be made will be determined on the ground by representatives of the respective agencies involved.

All officers of the protection agency who this agreement effects are to be made thoroughly acquainted with the terms embodied herein. Any clues obtained or information discovered relative to the cause of a fire will be turned over promptly to the agency responsible for the area in which the fire occurred.

**"MEMORANDUM OF UNDERSTANDING" BETWEEN MINNESOTA (AND THE U.S. GOVERNMENT)
AND ONTARIO ON FOREST FIRE FIGHTING (as revised 1 January 1973) (DOCUMENT)**

In recognition of the fact that fire is no respecter of National Boundaries, and that from the standpoint of public welfare and good forestry, it is essential that all fires be brought under as prompt control as possible, regardless of point of origin, it is the intent of the parties of this understanding to outline the course of immediate action that will be taken in suppression of fires occurring along the International Boundary, to wit:

There shall be a "Common Zone" understood to exist for approximately two miles on either side of the International Boundary, which will be under observation by the affected services. The portion of the International Boundary so affected will be the section from the mouth of the Pigeon River as it enters Lake Superior extending westward to the "North West Angle" in the Lake of the Woods. The "North West Angle" being the junction of the boundaries of the State of Minnesota, U.S.A.; and the Provinces of Ontario and Manitoba in Canada.

In case of an unattended fire being discovered in this common territory, the protection Agency discovering the fire shall take immediate steps to notify the protection Agency in whose area it is, and if necessary, take immediate steps to fight the fire, organize crews, etc., until the protection Agency affected gets its men on the ground to take charge.

Fires occurring on one side of the line and crossing to the other will be handled by the party first reaching it. The fire will continue to be handled in this manner unless it is desirable to split the suppression action between the Agencies involved. The intent of this understanding is to cover fires which burn against the boundary from either side to the end that control measures will not be abandoned simply because the fire has crossed to another territory.

Either agency on being notified of the fire burning in their territory or threatening to cross into it, shall dispatch by first available means, a duly authorized officer to take charge. Payrolls and expenses incident

to the fire will be paid by the protection agency responsible for the area the fire is in, on an out pocket expense basis.

Each party waives all claims against every other party for compensation for any loss, damage, personal injury or death occurring as a consequence of the performance of this agreement.

The protection agencies will pay all cost of fighting fire in their respective areas under this understanding. When questions on the settlement of costs incurred come up, arrangements as to who and how payment will be made will be determined on the ground by representatives of the respective agencies involved.

The Forest Protection Supervisor, Ministry of Natural Resources, Thunder Bay, the Forest Protection Supervisor, Ministry of Natural Resources, Fort Frances, the Forest Supervisor, U.S.F.S., Superior National Forest, Duluth and the Forest Protection Supervisor, State of Minnesota, Department of Natural Resources, St. Paul, will be a co-ordinating committee and perform the following duties:

1. Prior to April 1st annually, provide each other with the following for dissemination to their service:
 - (a) List of key personnel by titles, showing means of contact.
 - (b) List of all possible co-operative detection facilities, both lookout towers and aerial patrols.
 - (c) Location of manned border ranger stations and name of officer-in-charge.
 - (d) Boundaries, showing areas of responsibility for all key personnel in (a) above.
 - (e) Location and times of weather observations, frequencies and times they report by radio or otherwise.
 - (f) Maps, where they are needed to cover boundary changes, lookout or other protection facilities.
2. Maintain continued liaison with each other and
 - (a) exchange information, technical data and reports etc. covering items of mutual interest.
 - (b) provide information on courses, meetings and demonstrations within their respective agency, which if attended by outside personnel would provide mutual benefit.
 - (c) meet and/or discuss and recommend or implement the solution to any mutual problems arising from this memorandum of understanding.
 - (d) set and arrange for the meeting of the agencies of this memorandum of understanding on a biennial basis, or oftener if required.

The chairman of the co-ordinating committee shall be the committee member for the agency hosting the next biennial meeting. The U.S.F.S., Superior National Forest are the next 1974 hosts, the Ministry of Natural Resources, Thunder Bay, in 1976, the State of Minnesota in 1978 and the Ministry of Natural Resources, Fort Frances in 1980.

MINNESOTA / TRANSPORTATION

AGREEMENT CONCERNING "NORTHWEST ANGLE CONNECTING HIGHWAY" BETWEEN MINNESOTA AND MANITOBA (N.D.) (DESCRIPTION FROM MINNESOTA STATUTES M161.141)

161.141 NORTHWEST ANGLE, CONNECTING HIGHWAY; FEDERAL APPROVAL. Sub-division 1. The commissioner of highways may enter into an agreement with the authorized authorities of the province of Manitoba, Canada providing

for an equitable division of costs and responsibilities to be borne by the state of Minnesota and the province of Manitoba for the establishment, location, construction, maintenance, and operation of a highway through the province of Manitoba, thereby connecting the Northwest Angle with other parts of the state of Minnesota.

Subd. 2. The agreement shall contain an express provision that it shall not be binding on the state of Minnesota until approved by the Congress of the United States. The agreement shall contain the further express provision that the agreement shall not be binding on the state of Minnesota unless the Congress of the United States appropriates to the state of Minnesota a sum of money sufficient to pay Minnesota's share of the cost of the highway.

Subd. 3. Upon approval of Congress and the appropriation of money by Congress as provided in subdivision 2, the commissioner may proceed to carry out the terms of the agreement provided for in subdivision 1.

ARRANGEMENT BETWEEN MINNESOTA AND MANITOBA ON MOTOR VEHICLE RECIPROCITY
(N.D.) (DESCRIPTION)

Full Reciprocity unless employed for:
passenger cars, house trailers,
motorcycles

Manitoba trucks with plates bearing the prefix "T"
are limited area vehicles and not entitled to
reciprocity unless used under one of the following
exceptions:

1. The towing of disabled motor vehicles.
2. The transportation of tools and equipment owned
and used by repairmen or companies in connection with
the repairing of electric lines, telephone lines,
pipelines, grain elevators, boilers, threshing
machinery, manufacturing plants, farm implements and
boring machinery.
3. The transportation of well-drilling machinery
owned and used for the purpose of drilling water.
4. The transportation of a permanently mounted feed
mill to farmers' premises for use on such farmers'
premises.
5. The delivery of their own fish by fishermen where
the truck does not exceed 1/2 ton carrying capacity.
6. The transportation of primary forest products
particularly rough lumber, logs, pulpwood, cordwood,
cut poles, ties, shavings and Christmas trees belonging
to the holder of a cutting authority from the forest
or origin to a first market
7. The transportation of gravel or sand.

ARRANGEMENT BETWEEN MINNESOTA AND SASKATCHEWAN ON MOTOR VEHICLE RECIPROCITY
(N.D.) (DESCRIPTION)

Full Reciprocity for 90 days for passenger cars, house trailers, motorcycles.

Trucks, Buses, Truck-Tractor:

The Province of Saskatchewan has revised their position on reciprocity. Therefore, by mutual agreement, reciprocity will be extended to the following:

1. A for-hire carrier from Saskatchewan operating a vehicle properly registered in Saskatchewan may travel into or through Minnesota but will be required to secure a trip permit at a cost of 1/2 cent per ton mile based on the gross weight. This will apply whether or not the carrier has obtained operating authority from the Federal Interstate Commerce Commission.
2. Any carrier operating unloaded vehicles into or through Minnesota will be granted full reciprocity without payment of ton mile tax or other registration fee.
3. Any private carrier transporting his own merchandise or goods if the gross weight of the vehicle does not exceed 28,000 pounds without payment of registration fees or ton mile tax. If the gross weight exceeds 28,000 pounds, such owners will be required to secure a trip permit and pay a ton mile tax based at the rate of 1/2 cent per ton per mile.
4. Owners and operators of vehicles transporting household goods into, out of, or through Minnesota. No registration fees or ton mile tax will be required.
5. A nonresident transporter hauling for hire to transport any commodity through Minnesota with "closed doors" upon payment of the ton mile tax of 1/2 cent per ton per mile.
6. For vehicles used in the transportation of the products of a farm when such products are owned by the owner of the vehicle and provided the vehicle has been properly registered as a farm truck, it will be subject to the ton mile tax if the gross weight exceeds 28,000 pounds.
7. Owners or operators of buses on charter which may operate into or through Minnesota. There will be no registration fee or ton mile tax charged for such trips.

DOCUMENTATION FOR THE STATE OF MISSOURI

MISSOURI/TRANSPORTATIONRECIPROCITY ARRANGEMENT CONCERNING MOTOR VEHICLE REGISTRATION
BETWEEN MISSOURI AND MANITOBA (8 JANUARY 1959) (DOCUMENT)

8 January 1959

Secretary
Missouri Highway Reciprocity Commission
Capitol Building
Jefferson City, Missouri

Dear Sir:

Re: Reciprocity Between the Province of
Manitoba and the State of Missouri

Confirming your recent conversation with (the) chairman of the Manitoba Motor Carrier Board, I wish to advise that a state of reciprocity with respect to license fees on "for hire" and "commercial" motor vehicles exists between the Province of Manitoba and the State of Missouri.

We understand that you are waiving license fees on a similar basis for Manitoba trucks.

Very truly yours,

Minister of Public Utilities
Province of ManitobaRECIPROCITY ARRANGEMENT CONCERNING MOTOR VEHICLE REGISTRATION
BETWEEN MISSOURI AND ONTARIO (9 APRIL 1963) (DOCUMENT)

RECIPROCITY ADVICE FROM THE PROVINCE OF ONTARIO, CANADA

By memorandum of April 9, 1963, the Department of Transport of the Province of Ontario, Canada advised that the following Missouri licensed vehicles would be granted reciprocity when operated into Ontario. These are in addition to private passenger automobiles.

1. Hearses.
2. Ambulances.
3. Buses only on chartered trips.
4. Vehicles having a gross weight of not more than 6,000 pounds and transporting goods owned by the owner of the vehicle.
5. Vehicles transporting natural products of the farm and/or livestock owned by the owner of the vehicle.
6. Vehicles transporting objects and materials used in the production of cultural presentations and exhibitions including musical and ballet concerts and art exhibits provided such presentations and exhibitions are not carried on solely for the purpose of financial gain.

Under the automatic reciprocal provisions of Section 301.271 R.S. Mo. 1959, Missouri will grant like reciprocal provisions to vehicles licensed in Ontario by residents of Ontario and the reciprocal privileges granted to Ontario residents will be limited to the above.

UNDERSTANDING CONCERNING DRIVER LICENSE SERVICES BETWEEN MISSOURI AND
 "ALL PROVINCES OF CANADA" THROUGH A COOPERATIVE "AGREEMENT" OF THE
 AMERICAN ASSOCIATION OF MOTOR VEHICLE ADMINISTRATORS (22 OCTOBER 1968)
 (DOCUMENT)

TO: ALL MOTOR VEHICLE ADMINISTRATORS (Personal Attention Please)
 RE: Enclosed "Agreement for Driver License Services"
 22 October 1968

This is the Agreement approved by AAMVA at the 36th Annual Conference in Milwaukee, Wisconsin.

It is designed to take care of your drivers whose licenses expire while the licensees are temporarily away from home; also to permit your licensing agency to conduct tests for non-residents whose home-state licenses expire while they are temporarily in your jurisdiction.

The Agreement and the service it provides is made necessary by the increasing number of jurisdictions in which licenses cannot be renewed without personal appearance and completion of required renewal tests. This requirement involves circumstances under which it would be impossible for a driver to maintain a valid home-state license without the test-record exchange as provided in the Agreement.

The problem has been studied thoroughly and the enclosed Agreement has been carefully drawn by a special committee which undertook the task more than one year ago. We hope that it will receive your careful consideration.

Two copies are enclosed: one for your files and one to be returned to this office, upon completion.

A sample form designated as DIR-1 is also enclosed. Participating jurisdictions will be asked to reproduce this form in numbers permitting distribution, with instructions, to all Examiners.

As provided in Sec. 11.1 of the Agreement, all participating jurisdictions will be kept informed by this office regarding activation of the agreement.

The first such release will be circulated within the next 30 days and it is hoped that your agency will be included among those participating.

Yours very truly,

Director
 Driver Services Division

AGREEMENT FOR DRIVERS LICENSE SERVICES

The _____ agrees
 _____ State, Province or Jurisdiction Name of Agency
 to conduct and honor drivers license examinations and services for the purpose of renewing or reinstating a license for a nonresident in accordance with the following provisions:

1. The agency responsible for the drivers license program in any state in the United States, in any province of Canada, or on any U.S. or Canadian military base outside the continental limits of the U.S. and Canada may sign and participate in this agreement.

2. Any drivers license service authorized by a signatory for its own drivers will be conducted for a resident of any other jurisdiction which has signed this agreement when such resident shows to the satisfaction of the host jurisdiction need and entitlement to same.
 3. Except for specific cause to the contrary, all signatories to this agreement will accept as valid the results of tests conducted or services rendered by another signatory when properly certified.
 4. An original copy of Form DL-1, Certification of Drivers License Service, signed by any authorized member of the participating agency with a copy of the test(s) conducted or record of service(s) rendered shall be used to report tests conducted or services rendered to the home jurisdiction. A signed copy of Form DL-1 shall also be given to the applicant.
 5. Any fees due a jurisdiction for which tests or services have been conducted should be transmitted by the applicant together with his copy of Form DL-1 to the home jurisdiction. The host jurisdiction should collect and retain any examination and other authorized fees for services rendered.
 6. Tests for services not ordinarily authorized by the host jurisdiction or agency should be conducted only after special agreement between the jurisdictions or agencies involved.
 7. A signatory assumes responsibility only for the competence and accuracy of its services and certifications.
 8. The nonresident examinations and services authorized herein should not be conducted for persons who could reasonably return to the home state for the required examinations or services.
 9. In any case of a burdensome volume of nonresident tests or services, such tests or services may be postponed or suspended by notifying the jurisdictions involved.
 10. A signatory may at its discretion conduct examinations or services for a non-signatory.
 11. Upon signing this agreement a signatory shall send same to the American Association of Motor Vehicle Administrators and thereby agrees to the performance of the following clearing house functions of that Association:
 - 11.1 AAMVA will compile, keep up-to-date and circulate to its active, associate and honorary member jurisdictions and agencies a list of those jurisdictions and agencies which have signed, or withdrawn from, this agreement.
 - 11.2 AAMVA will compile, keep up-to-date and circulate to its active, associate and honorary member jurisdictions and agencies a list of those signatories whose laws or regulations require the filing of a properly attested and signed copy of this agreement in their jurisdiction.
 - 11.3 AAMVA will supply copies of this agreement for drivers license services to all eligible members of the Association and invite them to participate.
 - 11.4 AAMVA through committee or other actions will continue to suggest improvements found to be needed in this agreement.
 12. Upon transmittal of this agreement to the American Association of Motor Vehicle Administrators a signatory will advise whether their laws or regulations require the filing of a copy of the agreement in their jurisdiction.
 13. This agreement is valid until withdrawn. A signatory should give 30 days notice of withdrawal to the American Association of Motor Vehicle Administrators.

MONTANA/AGRICULTURE

ARRANGEMENT BETWEEN MONTANA AND WESTERN STATES AND WESTERN CANADIAN PROVINCES "TO DISCUSS RECENT CHANGES IN STANDARDIZATION LAWS PERTAINING TO FRESH FRUITS AND VEGETABLES" (N.D.) (DESCRIPTION)

Western Standardization conference is an informal meeting attended by western states and western Canadian Provinces (Federal and Provincial officials). The purpose of this meeting is to discuss recent changes in standardization laws pertaining to fresh fruit and vegetables. The State Department of Agriculture, Horticulture Division, presently has on staff two inspectors who are licensed by USDA, to write Federal Certificates on commodities imported to Canada from the State of Montana. Informal contact is often made with Canadian officials to verify regulation changes. The volume of fresh fruit and vegetables inspected for Canadian import are insignificant.

MONTANA/ENERGY

EXCHANGE OF "CERTAIN TYPES OF BASIC INFORMATION" BETWEEN MONTANA AND SASKATCHEWAN "CONCERNING OIL AND GAS ACTIVITY IN THE TOWNSHIPS ADJACENT TO THE SASKATCHEWAN-MONTANA BORDER" (25 June 1965) (DOCUMENT)

25 June 1965
Executive Secretary
Oil and Gas Conservation Commission
P. O. Box 217
Helena, Montana 59601

Re: Exchange of Information with Saskatchewan

Dear Sir:

..., employees of the Department of Mineral Resources, Oil and Gas Division of Regina, Saskatchewan, visited our Shelby and Billings offices for the purpose of making preliminary plans to exchange information for wells in the Townships on either side of the Canadian border. They made copies of the electric logs in Flat Lake and of the well completion reports (Forms 4). I gave them copies of the spacing orders for the Flat Lake and Lone Tree Fields. They left completion reports of several wells north of Flat Lake and some general and geologic maps of the area. They also offered to mail a weekly drilling report.

I told them I would check into the possibility of sending them a copy of the future electric logs and completion reports in exchange for the same information. This would include wells within one Township north and south of the border.

They would like to have two copies of our Rules and Regulations sent to the Department of Mineral Resources, Regina, Saskatchewan.

At present there are no fields or development drilling underway at any place opposite their border other than Lone Tree and Flat Lake. I believe that we should cooperate in exchanging information. If you think this is a matter for the Commissioners to decide, please put it on the agenda.

Petroleum Engineer
Billings, Montana

EXCHANGE OF MATERIALS BETWEEN MONTANA AND SASKATCHEWAN FOR USE AS "A BASIC RESEARCH SOURCE IN (A) STUDY OF THE SUBSURFACE GEOLOGY OF SASKATCHEWAN AND ADJACENT AREAS" (13 June 1973; 29 June 1973) (DOCUMENTS)

13 June 1973
Montana Board of Oil and Gas
Billings, Montana
U.S.A.

Dear Sir:

I refer to our conversation at the A.A.P.G. meeting in Salt Lake City where we discussed my present research on the Winnipegosis Formation in south-central Saskatchewan. I would very much like to see some Winnipegosis cores from wells in the general area of Outlook and Redstone oil-pools and also, if possible, in other areas in northern Montana.

A brief examination of some of these cores would be a great value to me in my present work which concerns the petrology and hydrocarbon potential of the Winnipegosis Formation.

Could you please advise me if cores can be made available to me for examination. I am prepared to come to Billings any time and stay for a few days. Because of other summer engagements I would like to do it as soon as possible.

Thank you very much for your trouble.

Department of Mineral Resources
Subsurface Geological Laboratory
201 Dewdney Ave. E.
Regina, Saskatchewan, Canada

29 June 1973
Subsurface Geological Laboratory
201 Dewdney Avenue E.
Regina, Saskatchewan
Canada

Dear Sir:

With regard to core material of the Winnipegosis formation, I find that we have core chips from about 12 wells in the Outlook Field area (Township 36 North, Ranges 52 and 53 East) and core chips from two wells in the Redstone Field area (Township 34 North, Range 52 East).

You will be most welcome to come to our office in Billings to examine this material.

Since our core depository is some distance away from our office, please give us a few days advance notice of when you will arrive and we can then have the core chips out for you.

With best regards, I am

Geologist
Billings, Montana

UNDERSTANDING BETWEEN MONTANA AND SASKATCHEWAN CONCERNING MINIMUM DISTANCE
FOR WELLS NEAR THE INTERNATIONAL BOUNDARY (1962, 14 October 1965) (DOCUMENT)

PROCEEDINGS
OF A
HEARING OF THE
MONTANA OIL AND GAS CONSERVATION COMMISSION
October 14, 1965
(Helena, Montana)
(Flat Lake Field Docket No 34-65)

QUESTION: And would you explain any other pertinent facts as shown on Exhibit A.

ANSWER: Yes. Although the photographic reduction has lost some of the visibility, indicated upon the map in the Flat Lake area of Saskatchewan there is a dashed green line in Canada Sections 2 and 3 of Township 1, Range 16 West, and a dimension arrow between the dashed line and the International Boundary reads 1600 foot minimum distance for wells. This points up a portion of the Saskatchewan order which restricts drilling in those two sections to a stand-off of 1600 feet. Similarly within the area of Divide County, North Dakota, and again it's difficult to read, a dashed line between the top three wells in the east-west direction, there is another dimension arrow which says 1600 foot minimum distance. This I believe, was an embodiment, or will become a part of the North Dakota order in recognition of the order, counter-part order of Saskatchewan on the north. Written almost indistinguishably in the extreme southwest quarter of the area designated Flat Lake Field East, and again, Divide County, North Dakota, on that extreme southwest-most well, there is a very faint dimension arrow, and between the arrows is the number 961 feet. That is the dimension or the distance which the North Dakota order requires as a minimum distance east of the common state boundary between Montana and North Dakota. Similarly, almost opposing, but just a bit north of that dimension arrow in Divide County, North Dakota, in Sheridan County, Montana, in the well located in the SE 1/4 of Section 10 there is another dimension arrow. This is 961 feet, which as we will develop, is a proposed or suggested counterpart stand-off distance to recognize and equalize the North Dakota situation as a well location along the common state boundary.

QUESTION: From the stand-point of conservation, what significance do the stand-off footages have with respect to Canada, and with respect to the common boundaries of Montana and North Dakota?

ANSWER: ..., I am not qualified to discuss reservoir engineering. I regard these distances as being recognition of less than full section, subdivision along political boundaries, and that the imposition of fixed distances is an attempt to equalize well locations without regard for strict spacing. If I may refer to it as a geo-political, rather than an engineering or a geological consideration. ...

QUESTION: I would like to ask...one question. Has the Industrial Commission of the State of North Dakota got any agreement with the Commission up in

Saskatchewan that they will, in subsequent orders affecting wells directly north of the North Dakota border, have their locations 1600 feet north of the border?

ANSWER: East of the tracts that were already designated in the exhibit I believe given by Chevron?

QUESTION: Yes.

ANSWER: The answer is no. But I am certain that we will have such an agreement with them.

BEFORE THE OIL AND GAS CONSERVATION COMMISSION
OF THE STATE OF MONTANA

IN THE MATTER OF THE APPLICATION OF CHEVRON OIL
COMPANY FOR RE-DELINEATION OF THE FLAT LAKE FIELD,
SHERIDAN COUNTY, MONTANA Docket No. 34-65

Report of the Commission

... 3. That the said field is contiguous with the International Boundary between the state of Montana and the Province of Saskatchewan, Canada, and on the east with the common border between the states of Montana and North Dakota; that in order to prevent waste and to encourage orderly development for the production of oil from lands so situated, the Commission deems it desirable that wells drilled in Montana opposite wells drilled in the state of North Dakota shall be drilled no closer than 961 feet from the common border line between the two states; that wells drilled south of the Canadian border shall be no closer than 1600 feet from the said border line between Montana and the Province of Saskatchewan, Canada; that in the event that wells drilled in Canada are closer than 1600 feet from the International Boundary, consideration will be given, after notice and hearing, to the granting of exceptions to the spacing rules to protect correlative rights; that as to the newly included lands within the field, the same should be developed on the same basis as the previous requirements as to the Flat Lake Field that existed prior to this re-delineation; that the granting of the application as hereinafter set forth will be in the interest of conservation of oil and gas in the state of Montana. ...

IT IS FURTHER ORDERED that the development of all of said field shall be in compliance with requirements previously established for the Flat Lake Field by this Commission, except that wells drilled on lands bordering the North Dakota line shall be no closer than 961 feet from the state line, and that wells drilled on lands bordering the Canadian line shall be no closer than 1600 feet from said line. In the event that wells drilled in Canada are closer than 1600 feet from the International Boundary, consideration will be given, after notice and hearing, to the granting of exceptions to the spacing rules to protect correlative rights. ...

Done and performed by the Oil and Gas Conservation Commission of the State of Montana at Helena, Montana, this 14th day of October, 1965.

OIL AND GAS CONSERVATION COMMISSION
OF THE STATE OF MONTANA

MONTANA/MILITARY AND CIVIL DEFENSE

"LETTER OF UNDERSTANDING" BETWEEN MONTANA AND ALBERTA "ON CIVIL EMERGENCY PLANNING AND CO-OPERATIVE EMERGENCY ARRANGEMENTS" (5 NOVEMBER 1969)
(DOCUMENT)

1. Subject to review by Federal Authorities of both the United States of America and Canada where federal interests are involved, State, Provincial, local or otherwise accredited representatives in areas adjacent to the international border have been sanctioned by the following authorities to develop compatible civil emergency plans and arrangements within their areas of planning responsibilities: Part G, Chapter 2, Appendix 1, United States Office of Civil Defense Federal Civil Defense Guide and Canadian Emergency Measures Organization Bulletin B68-2 International Co-ordination -- Canada/U.S., dated at Ottawa, May 23rd, 1968.
2. The aim of this letter of understanding is to define and record a mutual conception of principles and procedures between the Civil Defense organization of the State of Montana, United States of America and the Emergency Measures Organization of the Province of Alberta, Canada, whereby the areas of common interest listed in paragraph six below, may be developed with compatibility. It supercedes any previous arrangements which may have been made.
3. It is agreed that in time of emergency, the Civil Defense organization within the State of Montana and the Emergency Measures Organization within the Province of Alberta will render all possible help one to the other and upon request when required. During periods when disaster does not threaten, the State, Province and local organizations will meet and plan together within their areas of mutual interest and responsibility concerning emergency.
4. The normal channels of communication will be between the office of the Director, Montana State Civil Defense Agency and the office of the Co-ordinator, Alberta Emergency Measures Organization.
5. Subject to priorities and guidelines referred to in paragraph 8, contiguous Civil Defense/Emergency Measures Districts, Zones, State or Provincial Government Departments, local Governments and otherwise accredited representatives are authorized and encouraged to develop compatible emergency plans and arrangements in mutual but non-federal areas of interest.
6. The areas of mutual interest interpreted as lying within the planning responsibilities for States, Provinces, local governments and authorities contiguous to the international border are as follows:
 - a. Preservation of law and order.
 - b. Control of traffic.
 - c. Reception services, including arrangements providing accommodation, emergency feeding and welfare services for people who have lost or left their homes, or who require emergency assistance because of the breakdown of normal assistance.
 - d. Co-ordination and control of medical services, hospitals (including emergency hospitals) and public health measures.
 - e. Maintenance and repair of highways.
 - f. Maintenance and repair of water and sewage systems.
 - g. Co-ordination and control of fire fighting services.
 - h. Repair and maintenance of other utilities.

- i. Other local emergency services as may be required.
 - j. Continuity of government.
 - k. Exchange of information.
 - l. Arrangements for exchange of observers at state and provincial, district, zone, municipal or area exercises, tests and study groups.
 - m. Any other planning areas that may be mutually agreed upon in consultation with the federal regional planning authorities.
7. All mutual Civil Defense/Emergency Measures plans or arrangements will be submitted to the next senior level of Government for purposes of record and co-ordination.
8. It is further hereby agreed that the Director of Civil Defense for the State of Montana and the Co-ordinator of Emergency Measures for the Province of Alberta will meet, or have their staffs meet, as necessary, to develop and update priorities and guidelines for compatible planning and emergency arrangements between the various levels and departments of government mentioned above, and within the areas of mutual interest outlined in this letter.
- | | |
|---|--|
| Governor
State of Montana
Adj. Gen.
State of Montana | Minister in Charge
Alberta Emergency Measures
Co-ordinator |
|---|--|

"LETTER OF UNDERSTANDING" BETWEEN MONTANA AND BRITISH COLUMBIA "ON CIVIL EMERGENCY PLANNING AND CO-OPERATIVE EMERGENCY ARRANGEMENTS" (5 NOVEMBER 1969) (DOCUMENT)

1. Subject to review by Federal Authorities of both the United States of America and Canada where Federal interests are involved, State, Provincial, local or otherwise accredited representatives in areas adjacent to the international border have been sanctioned by the following authorities to develop compatible civil emergency plans and arrangements within their areas of planning responsibilities: Part G, Chapter 2, Appendix 1, United States Office of Civil Defense Federal Civil Defense Guide and Canadian Emergency Measures Organization Bulletin B-68-2 International Coordination - Canada/U.S. dated at Ottawa May 23rd, 1968.
2. The aim of this letter of understanding is to define and record a mutual conception of principles and procedures between the Civil Defense organizations of the State of Montana, United States of America and the Province of British Columbia, Canada, whereby the areas of common interest listed in paragraph six below, may be developed with compatibility. It supersedes any previous arrangements which may have been made.
3. It is agreed that in time of emergency, the Civil Defence organizations within the State of Montana and the Province of British Columbia will render all possible help one to the other and upon request when required. During periods when disaster does not threaten, the State, Province and local organizations will meet and plan together within their areas of mutual interest and responsibility concerning emergency.
4. The normal channels of communication will be between the office of the Director, Montana State Civil Defense Agency and the office of the Provincial Co-ordinator of Civil Defence for the Province of British Columbia.

5. Contiguous Civil Defence Districts, Zones, State or Provincial Government Departments, local Governments and otherwise accredited representatives are authorized and encouraged to develop compatible emergency plans and arrangements in mutual but non-federal areas of interest.

6. The areas of mutual interest interpreted as lying within the planning responsibilities for States, Provinces, local governments and authorities contiguous to the international border are as follows:

- a. Preservation of law and order.
 - b. Control of traffic.
 - c. Reception services, including arrangements providing accommodation, emergency feeding and welfare services for people who have lost or left their homes, or who require emergency assistance because of the breakdown of normal assistance.
 - d. Coordination and control of medical services, hospitals (including emergency hospitals) and public health measures.
 - e. Maintenance and repair of highways.
 - f. Maintenance and repair of water and sewage systems.
 - g. Coordination and control of fire fighting services.
 - h. Repair and maintenance of other utilities.
 - i. Other local emergency services as may be required.
 - j. Continuity of government.
 - k. Exchange of information.
 - l. Arrangements for exchange of observers at state and provincial, district, zone, municipal or area exercises, tests and study groups.
 - m. Any other planning areas that may be mutually agreed upon in consultation with the federal regional planning authorities.
7. All mutual Civil Defence plans or arrangements will be submitted to the next senior level of Government for purpose of record and coordination.
8. It is further hereby agreed that the Director of Civil Defense for the State of Montana and the Provincial Co-ordinator of Civil Defence for the Province of British Columbia will meet or have their staffs meet as necessary to develop and update priorities and guide lines for compatible planning and emergency arrangements between the various levels and departments of government mentioned above, and within the areas of mutual interest outlined in this letter.

Provincial Secretary
Civil Defence Co-ordinator

Governor
Director of Civil Defense

"LETTER OF UNDERSTANDING" BETWEEN MONTANA AND SASKATCHEWAN "ON CIVIL
EMERGENCY PLANNING AND CO-OPERATIVE EMERGENCY ARRANGEMENTS" (5 NOVEMBER
1969) (DOCUMENT)

1. Subject to review by Federal Authorities of both the United States of America and Canada where Federal interests are involved, State, Provincial, local or otherwise accredited representatives in areas adjacent to the International border have been sanctioned by the following authorities to develop compatible civil emergency plans and arrangements within their areas of planning responsibilities: Part G, Chapter 2, Appendix 1, United States Office of Civil Defense Federal Civil Defense Guide and Canadian Emergency Measures Organization Bulletin B68-2 International Coordination-Canada/U.S. dated at Ottawa May 23rd, 1968.
2. The aim of this letter of understanding is to define and record a mutual conception of principles and procedures between the Civil Defense organizations of the State of Montana, United States of America and the Province of Saskatchewan, Canada, whereby the areas of common interest listed in paragraph six below, may be developed with compatibility. It supersedes any previous arrangements which may have been made.
3. It is agreed that in time of emergency, the Civil Defense organizations within the State of Montana and the Province of Saskatchewan will render all possible help one to the other and upon request when required. During periods when disaster does not threaten, the State, Province and local organizations will meet and plan together within their areas of mutual interest and responsibility concerning emergency.
4. The normal channels of communication will be between the office of the Director, Montana State Civil Defense Agency and the office of the Provincial Co-ordinator of Civil Defence for the Province of Saskatchewan.
5. Contiguous Civil Defense Districts, Zones, State or Provincial Government Departments, local governments and otherwise accredited representatives are authorized and encouraged to develop compatible emergency plans and arrangements in mutual but non-federal areas of interest.
6. The areas of mutual interest interpreted as lying within the planning responsibilities for States, Provinces, local governments and authorities contiguous to the international border are as follows:
 - a. Preservation of law and order.
 - b. Control of traffic.
 - c. Reception services, including arrangements providing accommodation, emergency feeding and welfare services for people who have lost or left their homes, or who require emergency assistance because of the breakdown of normal assistance.
 - d. Coordination and control of medical services, hospitals (including emergency hospitals) and public health measures.
 - e. Maintenance and repair of highways.
 - f. Maintenance and repair of water and sewage systems.
 - g. Coordination and control of fire fighting services.
 - h. Repair and maintenance of other utilities.
 - i. Other local emergency services as may be required.
 - j. Exchange of information.
 - k. Continuity of government.
 - l. Arrangements for exchange of observers at state and provincial, district, zone, municipal or area exercises, tests and study groups.
 - m. Any other planning areas that may be mutually agreed upon in consultation with the federal regional planning authorities.
7. All mutual Civil Defense plans or arrangements will be submitted to the next senior level of Government for purposes of record and coordination.

8. It is further hereby agreed that the Director of Civil Defense for the State of Montana and the Provincial Co-ordinator of Civil Defence for the Province of Saskatchewan will meet or have their staffs meet as necessary to develop and update priorities and guidelines for compatible planning and emergency arrangements between the various levels and departments of government mentioned above, and within the areas of mutual interest outlined in this letter.

Governor
State of Montana
Adjutant General
State of Montana

Minister in Charge
Saskatchewan Emergency Measures

MONTANA/TRANSPORTATION

LETTERS OF UNDERSTANDING BETWEEN MONTANA AND ONTARIO CONCERNING MOTOR VEHICLE AND TRAILER REGISTRATION EXEMPTIONS (22 NOVEMBER 1961, 4 DECEMBER 1961, 9 JANUARY 1962, 16 APRIL 1963) (DOCUMENTS)

22 November 1961
Registrar of Motor Vehicles,
923 Main Street
Deer Lodge, Montana, U.S.A.

Dear Sir:

In respect to the operation between states of the United States and the Province of Ontario of chartered buses, circumstances have occurred whereby a charter originating in Ontario and destined to a point in the U.S.A. have been required by some states to comply with the state requirements on registration, licensing and payment of fees. The Ontario law in this respect provides that non-residents operating chartered trips into Ontario, are not required to display Ontario registration plates nor pay registration fees provided the jurisdiction in which the charter originates grants similar exemptions. However, operating authority would be required as a public carrier similar to that granted by the Interstate Commerce Commission. The Province of Ontario views the existence of such reciprocity as being most desirable and it would be most appreciated if you would state the position of your jurisdiction in respect to such reciprocity with the Province of Ontario.

Yours very truly,
Registrar of Motor Vehicles
Office of Registrar of Motor Vehicles
Toronto, Ontario, Canada

4 December 1961
Registrar of Motor Vehicles
Department of Transport
Parliament Buildings
Toronto, Ontario, Canada

Dear Sir:

The Board met on December 4, and discussed your letter of November 22, concerning reciprocity for chartered bus trips. Please be advised that the State Reciprocity Board, of Montana, is favorable toward an arrangement providing reciprocity for such trips and excursions.

Perhaps we will hear from you soon.

State Reciprocity Board, Helena, Montana

9 January 1962
Secretary,
State Reciprocity Board,
P. O. Box 258,
Helena, Montana.

Dear Sir:

Thank you for your letter of December 4th, 1961, in reply to ours of November 22nd relating to reciprocity for buses operating on chartered trips.

We are pleased to hear that Montana will extend the same privileges as Ontario in this regard. As explained in our earlier letter, our law is written so that no formal agreement is necessary.

We will, therefore, continue to welcome the operation of buses from Montana on chartered trips without requiring them to display Ontario registration plates.

Registrar of Motor Vehicles
Ontario, Department of Transport

16 April 1963
Deputy Registrar,
Motor Vehicles,
Deer Lodge, Montana.

Dear Sir:

This is to advise you that regulations have now been approved extending commercial motor vehicle and trailer registration exemptions to residents of a state of the United States of America that will grant similar exemptions to a resident of Ontario.

The new exemptions are:

- (i) vehicles having a gross weight of not more than 6000 pounds and transporting goods owned by the owner of the vehicle;
- (ii) vehicles transporting natural products of the farm and/or livestock owned by the owner of the vehicle;
- (iii) vehicles transporting objects and materials used in the production and cultural presentations and exhibitions including musical and ballet concerts and art exhibits provided such presentations and exhibitions are not carried on solely for the purpose of financial gain.

Formerly, exemptions applied only to hearses, ambulances and charter bus trips.

In addition, beginning April 29th, 1963, a one trip permit will be available for issue to residents of the United States to operate a commercial motor vehicle not otherwise exempt from registration in Ontario, while transporting goods owned by the owner of the vehicle.

These permits will be issued for a fee of \$20.00 and will be valid for a period of 5 days. They may be purchased at the Motor Vehicle License Office at the port of entry.

Quarterly year registration plates are now available in Ontario for commercial vehicles and trailers. This will be of interest to non-residents who wish to operate in Ontario only part of the year.

I would appreciate your confirmation that Ontario residents operating in your State will receive similar exemptions to those I have outlined in the first part of this letter. May I stress that no formal agreement in this regard is required. Upon receipt of your confirmation, we will immediately instruct the police departments throughout the province to exempt such vehicles from your State from displaying Ontario plates while operating here.

Yours sincerely,
Registrar of Motor Vehicles

LETTERS OF UNDERSTANDING BETWEEN MONTANA AND SASKATCHEWAN ON COMMERCIAL VEHICLE FEE PAYMENTS (8 MAY 1962, 5 JULY 1962, 11 JULY 1962, 30 JULY 1962) (DOCUMENTS)

May 8, 1962
 Secretary
 Highway Traffic Board
 Province of Saskatchewan
 Revenue Building
 Regina, Saskatchewan, Canada

Dear Sir:

Officials of the State of Montana have been charging Commercial motor vehicle operators, based in the Province of Saskatchewan, half of regular fees since an exchange of correspondence dated 3-26-47, 4-4-47 and 2-3-53. A copy is attached. One also was sent with our letter of 3-7-62, signed by an official. We have been allowing half price on regular license fees as well as trip permits and, of course, the preponderance was in the latter category. Neither did we place a limitation on the number of trips. Please advise, as soon as possible, your decisive action. We cannot permit half-price fees when your Province charges full price. We have heard rumors that your Province is going to adopt a weight-distance tax in the near future. Is this correct? If so, it would nullify the proposals re trip permits, etc.

Very truly yours,
 Secretary

July 5, 1962
 Secretary
 State Reciprocity Board
 P. O. Box 258
 Helena, Montana

Dear Sir:

Your recent letter was given consideration by the Board at its last regular meeting held on the 28th ultimo. The Board requested you be advised it can only issue trip permits to Montana residents on the same basis as are issued to residents of other states and provinces. Saskatchewan trip permits are computed on a ton mile basis applicable to the load being transported. (One cent to transport one ton one mile). Further, trip permits are issued to residents of the State of Montana. As mentioned above Saskatchewan does not issue trip permits to residents of other Provinces or States on a one-half fee basis. As a result trip permits cannot be issued to residents of the State of Montana on a one-half fee basis.

Secretary, Highway Traffic Board
 Province of Saskatchewan, Regina

Box 258

July 11, 1962
 Secretary
 Highway Traffic Board
 Revenue Building
 Regina, Saskatchewan, Canada

Dear Sir:

This is in reply to your letter of July 5 concerning trip permits.

The State Reciprocity Board met yesterday and decided that, inasmuch as your Province cannot allow half-price on trip permits, then Montana must discontinue selling trip permits to Saskatchewan operators at half-price. This is to become effective immediately.

The Board assumes, from a review of your letter that annual or full registration will be available to Montana operators at half-price. The Board is willing to reciprocate with Saskatchewan operators.

Please confirm or deny the assumption and arrangement set forth in the preceding paragraph and receipt of your letter will be satisfactory as a working arrangement.

Very truly yours,
State Reciprocity Board
Chairman

July 30, 1962

Chairman,
State Reciprocity Board,
Box 258,
Helena, Montana, U.S.A.

Dear Sir:

This is to advise that the Board at its last regular meeting held on July 27, 1962, confirmed the assumption and arrangement set forth in the third paragraph of your July 11th letter.

The Saskatchewan annual or full registration fee in respect to commercial or public service vehicles will be available to Montana residents at half-price. In other words, our procedure in this regard will be continued.

Secretary, Highway Traffic Board
Province of Saskatchewan, Regina

"RECIPROCITY AGREEMENT" ON MOTOR VEHICLES BETWEEN MONTANA AND MANITOBA
(26 AUGUST 1970) (DOCUMENT)

WHEREAS, The undersigned officials of the State of Montana and the Province of Manitoba, Canada are authorized by statute to make reciprocal agreements on behalf of said State and Province.

It is therefore agreed by and between the said State of Montana and the Province of Manitoba as follows, to-wit:

(1) This agreement as of the date it takes effect terminates and cancels all agreements or arrangements made by the contracting parties heretofore.

(2) This agreement shall apply only to persons, firms and corporations, who are now legal residents, or who hereafter may become legal residents of either said reciprocating State or Province, and who are authorized to engage, or are engaged in the operation of motor vehicles duly licensed in the State or Province which is a party to this agreement and of which the owner is a legal resident.

(3) Private passenger automobiles not operated for hire duly licensed in the State or Province of which the owner and operator is a legal resident shall be allowed to operate in the other reciprocating State or Province without the payment of any fees or license tax.

(4) Owners of trucks, truck-tractors, trailers, and semitrailers used for the transportation of the actual property of the owner of such vehicles may operate the same into the other State or Province, party to this agreement, without the payment of any license registration fees, weight taxes, mileage taxes or motor carrier permit or public utility fees; Provided, however, when the resident of either the reciprocating State or Province shall establish a place of business or become engaged in intrastate commerce within such other

State or Province, all motor vehicles so operated shall be registered by the owner thereof in accordance with the laws of the State or Province in which such business is located.

(5) Motor vehicles including trucks, truck tractors, trailers, and semi-trailers transporting property for hire or compensation or transporting property for sale, lease, rent or bailment may be operated in the State and the Province parties to this agreement without the payment of motor vehicle license registration fees, weight fees, mileage taxes or motor carrier permit or public utility fees, when the owner thereof engages only in inter-state commerce in the State or Province granting reciprocity to that of his domicile.

(6) Nothing contained in this agreement shall be construed as:

(a) applicable to any bus, motor truck, or combination of truck and trailer or semitrailer engaged in intrastate commerce or business in the State or Province of non-domicile; or

(b) authorizing the operation of motor vehicles upon the highways of the State of Montana or Province of Manitoba in excess of the maximum weight, length, width, or height allowed by the law of such State or Province in which such vehicle is being operated; and all operators of vehicles carrying license of the State of Montana or Province of Manitoba shall obey the laws and conform to the regulations governing the operation of motor vehicles in the State or Province where they are being operated; or

(c) relieving or exempting the owner or operator of any vehicle from complying with any laws, rules, regulations and safety measures as to operation of such State or Province; or

(d) exempting the payment of motor fuel taxes in the State of Montana or Province of Manitoba; or

(e) Exempting the payment of property or equipment taxes in the State of Montana or the Province of Manitoba; or

(f) Exempting vehicles, carriers, owners or drivers from submission to inspection by lawful authorities or stopping at ports of entry or weigh stations, and making declarations and furnishing information as required by law in the State of Montana or Province of Manitoba; or

(g) altering or varying the insurance or financial responsibility laws or regulations of the State of Montana or the Province of Manitoba.

(7) This agreement may be annulled thirty days after notice by either reciprocating State or Province to the other.

(8) This agreement shall be in full force and effect on and after September 1st, 1970 but shall not affect any fees or taxes imposed by the State of Montana or the Province of Manitoba prior to such effective date nor shall it impose on such State or Province any liability to refund any fees or taxes collected prior to such effective date.

STATE OF MONTANA

MONTANA MOTOR VEHICLE RECIPROCITY

BOARD

Chairman

Secretary

PROVINCE OF MANITOBA

Chairman

The Highway Traffic & Motor Transport
Board, Manitoba

NEBRASKA/TRANSPORTATION

"CHARTERED BUS RECIPROCAL UNDERSTANDING" BETWEEN NEBRASKA AND SASKATCHEWAN
(25 March 1965, 22 March 1965) (DOCUMENT)

March 25, 1965
Province of Saskatchewan
Highway Traffic Board
Revenue Building, Regina

Dear Sir:

The State of Nebraska grants full reciprocity to chartered buses making chartered trips into or through this state. We are, of course, referring to interstate operations. All correspondence in regards to license plates or trip permits should be made to the Nebraska Motor Vehicle Department.

The State of Nebraska does have a motor fuel reporting system which is taken care of by the Motor Fuel Division, State Capital, Lincoln, Nebraska. I would suggest that you write to Motor Fuel Division for information on the fuel consumed in our state.

Very truly yours,
Nebraska Department of Motor Vehicles
Chief, Proration and Reciprocity

22 March 1965
State Secretary,
State House,
Lincoln,
Nebraska, U.S.A.

Dear Sir:

At the present time bus operators resident in your State are issued Saskatchewan trip permits in respect to "charter trips" into this province. No fee is charged for these trip permits and only a nominal \$5.00 accident insurance premium is collected on each permit.

The Saskatchewan Highway Traffic Board desires to know if your State would consider issuing trip permits to Saskatchewan bus operators for "charter trips" into your State on a similar basis as described above or on some other basis. It would also like to know what taxes, other than license or permit fees, Saskatchewan charter bus operators would be required to pay when entering the State of Nebraska on charter trips.

The Board would be pleased to receive an expression of your feelings in regard to this matter.

Yours very truly,
Administrative Officer
Highway Traffic Board
Province of Saskatchewan

4/20

"DEALER PLATE UNDERSTANDING" BETWEEN NEBRASKA AND SASKATCHEWAN
(15 September 1970) (DOCUMENT)

15 September 1970

Supervisor,
Titles, Registration & Reciprocity,
Department of Motor Vehicles,
State of Nebraska,
Lincoln, Nebraska

Dear Sir:

Please be advised that your letter of September 2, 1970, as well as previous correspondence with (the) Secretary, was presented to the Board at its last regular meeting of September 10, 1970.

After discussion, the Board advised that it will recognize dealer plates of the State of Nebraska, for all uses, except for commercial purposes.

We trust the foregoing meets with your approval.

Assistant Secretary, Highway Traffic Board
Province of Saskatchewan

"FULL RECIPROCITY" CONCERNING "CHARTER BUS UNDERSTANDING" BETWEEN NEBRASKA AND ONTARIO (16 June 1961) (DOCUMENT)

16 June 1961

Director, Department of Motor Vehicles,
State of Nebraska,
State House,
Lincoln, Nebraska

Dear Sir:

Thank you for your letter of June 6th, advising that Nebraska will grant full reciprocity with respect to all charter coaches from Ontario. I am sure our coach operators will be pleased when they receive a copy of your letter.

Registrar of Motor Vehicles, Ontario
Department of Transport

MOTOR VEHICLE "FEE SCHEDULE UNDERSTANDING" BETWEEN NEBRASKA AND SASKATCHEWAN (6 April 1965) (DOCUMENT)

6 April 1965

Chief,
Proration and Reciprocity,
Department of Motor Vehicles,
State of Nebraska,
Lincoln, Nebraska, U.S.A.

Dear Sir:

Your March 17th letter has received Board consideration.

The trip permit fees proposed by you to apply to Saskatchewan residents would be acceptable to the Board. However, in issuing trip permits for trucks having a gross weight of 10,000 lbs. or less our Board does not have authority to waive the usual permit fees.

For your information I am enclosing a Schedule of our permit fees.

Administrative Officer, Highway Traffic Board
Province of Saskatchewan

"MOTOR VEHICLE RECIPROCAL AGREEMENT" CONCERNING REGISTRATION EXEMPTION
BETWEEN NEBRASKA AND ONTARIO (18 August 1972) (DOCUMENT)

18 August 1972
Division Supervisor
Department of Motor Vehicles
Lincoln, Nebraska
U.S.A.

Dear Sir:

Thank you for your letter of August 18, 1972.

Under Regulation made pursuant to the Ontario Highway Traffic Act, the province of Ontario is prepared to offer residents of the state of Nebraska exemption from registration of commercial motor vehicles and trailers as follows:

- "10. (1) Every commercial motor vehicle,
- (a) that is registered in a reciprocating state of the United States of America that grants exemptions for commercial motor vehicles similar to the exemptions granted by this section; and
 - (b) that is owned by a resident of the reciprocating state, is exempt from registration while the vehicle is being driven or operated in Ontario if the vehicle is,
 - (c) a hearse or ambulance;
 - (d) a motor vehicle designed, equipped and used exclusively for living accommodation, commonly known as a motorized mobile home;
 - (e) a public vehicle operated in a scheduled service in Ontario within ten miles of its point of entry on the international boundary line between Canada and the United States of America or operated on chartered trips originating outside America;
 - (f) a commercial motor vehicle having a gross weight of 6,000 pounds or less, or a combination of a commercial motor vehicle and trailer or trailers where the trailer or trailers transmits to the highway a total weight of 6,000 pounds or less, and being operated in Ontario for the purpose of transporting goods owned by the owner of the commercial motor vehicle;
 - (g) being operated in Ontario for the purpose of transporting from farm natural products of a farm or livestock, or both, owned by the owner of the commercial motor vehicle; or
 - (h) being operated in Ontario for the purpose of transporting objects and materials used in the production of cultural presentations or exhibitions, including musical and ballet presentations and art exhibitions, if such presentations or exhibitions are not carried on solely for the purpose of financial gain.
- (2) Clauses g and h of subsection 1 do not apply to a commercial motor vehicle, trailer or combination thereof while being operated in Ontario on a continuous trip originating at a point outside Ontario and destined to a point outside Ontario.

10a. Where a trailer is being operated into or out of Ontario and displays a valid registration plate issued by another province or state or where the owner is in compliance with the provisions of the law of the province or state in which he resides in respect to registration of trailers, the trailer is exempt from registration."

The term "commercial motor vehicle" by Ontario definition relates to the construction of the vehicle rather than the use to which it is put. Our definition reads;

"commercial motor vehicle" means a motor vehicle having permanently attached thereto a truck or delivery body and includes ambulances, hearses, casket wagons, fire apparatus, police patrols, motor buses and tractors used for hauling purposes on the highways.'

I might point out that residents of the state of Nebraska are presently enjoying the registration exemptions, noted above, while operating their vehicles in Ontario. I would appreciate receiving your assurance that residents of this province will enjoy the same exemptions while operating their vehicles in the state of Nebraska.

Yours sincerely,
Registrar of Motor Vehicles
Ontario Ministry of Transportation
and Communications

"RECIPROCAL AGREEMENT ON SELF-PROPELLED MOBILE HOMES" BETWEEN NEBRASKA AND ALBERTA (13 August 1970) (DOCUMENT)

13 August 1970
Titles and Registrations
State of Nebraska
Department of Motor Vehicles
Lincoln, Nebraska

Dear Sir:

I refer to your letter of August 4, 1970.

Self-propelled mobile homes are commonly referred to as caravans and are licensed on the same basis as passenger cars.

As such, Nebraska registered caravans would be allowed into or through Alberta without payment of license or permit fees under the terms of our reciprocal agreement.

Attachment of dealer plates would not alter the situation unless an attempt was made to transport other goods in or on or behind the vehicle.

Yours very truly,
Secretary
Highway Traffic Board
Alberta Department of Highways
and Transport

DOCUMENTATION FOR THE STATE OF NEW HAMPSHIRE

NEW HAMPSHIRE/EDUCATIONAL AND CULTURAL

COOPERATION BETWEEN NEW HAMPSHIRE AND QUEBEC THROUGH THE NEW HAMPSHIRE AMERICAN AND CANADIAN FRENCH CULTURAL EXCHANGE COMMISSION (29 JUNE 1973) (DOCUMENT: STATE OF NEW HAMPSHIRE STATUTES)

CHAPTER 401.

An Act Establishing The American and Canadian French Cultural Exchange Commission.

Be it Enacted by the Senate and House of Representatives in General Court convened:

401:1 New Chapter. Amend RSA by inserting after RSA 19-B the following new chapter:

Chapter 19-C

American and Canadian French Cultural Exchange Commission

19-C:1 Commission Established. There is hereby created and established an American and Canadian French cultural exchange commission to consist of seven members, all of whom shall be American citizens fluent in the French language and residents of the state, to be appointed by the governor and council for terms of seven years. The governor and council shall designate one of the members as chairman and shall fill vacancies for the unexpired term. The members shall serve without compensation. The commission is authorized to accept any gifts, grants or donations and to disburse and administer the same for the purposes of this chapter with governor and council approval.

19-C:2 Duties. The commission shall establish, maintain and develop cultural ties between French-Canadians and French speaking Americans; foster a special interest in the historical and cultural background of both groups, as well as in the economic, political, social and artistic life of the countries involved; and shall help establish or promote French language programs in the schools of the state.

19-C:3 Terms of Office. Of the members first appointed to the American and Canadian French cultural exchange commission, established under RSA 19-C:1, one shall be appointed for a term of three years, three for a term of two years and three for a term of one year. Upon the expiration of the term of any such member his successor shall be appointed for a term of seven years.

19-C:4 Reports. The commission shall make interim reports to the governor and the legislature from time to time.

401:2 Effective Date. This act shall take effect upon its passage.

[Approved June 29, 1973.]
[Effective date June 29, 1973]

COOPERATION BETWEEN NEW HAMPSHIRE ET AL AND QUEBEC THROUGH THE COUNCIL FOR THE DEVELOPMENT OF FRENCH IN NEW ENGLAND (CODOFINE) (N.D.) (DESCRIPTION PAMPHLET OF CODOFINE)

The Council for the Development of French in New England (CODOFINE) has as its goal the organization, implementation and coordination of educational and cultural activities in cooperation with Francophone agencies and institutions throughout New England. To this end CODOFINE has defined four major areas of action:

- (1) the development of the French language in New England, on as broad a base and with as universal an appeal as possible;
- (2) the development of French bilingual educational opportunities on all levels for anyone in New England who wants them;
- (3) the development of French cultural exchange among the New England states themselves, with Louisiana and other French-speaking areas of the United States and with Francophone regions throughout the world;
- (4) the identification of the social and cultural needs of the New England Francophone population and the development of programs to meet those needs.

DOCUMENTATION FOR THE STATE OF NEW JERSEY

NEW JERSEY/TRANSPORTATION**"LETTER OF UNDERSTANDING" BETWEEN NEW JERSEY AND BRITISH COLUMBIA ON
MOTOR VEHICLES (23 July 1969) (DOCUMENT)**

July 23, 1969
Chief, Bureau of Motor Carriers,
25 South Montgomery Street,
Trenton, New Jersey 08625, U.S.A.

Dear Sir:

In your letter of July 18, paragraph 2, there appears to be some misunderstanding with respect to fees charged for motor-vehicles entering this province.

A motor-vehicle may enter the Province of British Columbia under a single trip permit by paying for that permit a fee equal to one-twelfth of the annual licence fee. If a trailer is attached to the power unit, then there is a nominal \$2 fee charged for the trailer. No motor carrier fee is required when a single trip permit is obtained, however, companies are only permitted two single trip permits per year for any one power unit.

When a quarterly permit is desired, this may be obtained for fixed quarters of the year starting with the three month period March-April-May and each three month period thereafter. Before a quarterly permit may be obtained, the company must obtain operating authority under the "Motor Carrier Act" which is administered by the Public Utilities Commission through the Superintendent of Motor-vehicles. Having obtained this permit, then a quarterly permit may be issued by this department through either a licencing office or at any weigh station. These quarterly permits are issued for inter state operation only and are not available for intra state trucking.

Under the reciprocal agreement which we have with sixteen American States, an operator may file an application to obtain prorate reciprocity privileges and the fees paid for the normal licence are based on the number of miles operated in this province as related to the total miles operated in all prorated states. In this case, the motor carrier fee is not prorated and the company is charged the full fee for each power unit.

We do not have any reciprocal or reciprocity agreement with any American States other than those that are members of the "Uniform Vehicle Registration Proration and Reciprocity Agreement".

I am forwarding under separate cover a copy of our Department of Commercial Transport Act and would draw your attention to the annual licence fees under Schedule I on page 1106 and also to the motor carrier operating fee under Schedule V, page 1108-1.

If there is any further information you desire, kindly advise.

Yours truly,
Deputy Minister
Department of Commercial Transport

"LETTER OF UNDERSTANDING" BETWEEN NEW JERSEY AND QUEBEC ON MOTOR VEHICLES
(23 August 1972) (DOCUMENT)

August 23, 1972
Division of Motor Vehicles
25 South Montgomery St.
Trenton
New Jersey

Dear Sir:

After reviewing the file of reciprocity with your state, we realize that no confirmation of the arrangement made in Miami has been issued from our office.

Please be informed that, in connection with free movement of fruit and vegetables between your state and our province, it has been agreed that carriers duly registered in your state, can haul fruit and vegetables in our province without obtaining authorization from the Quebec Transportation Board and without having to pay registration fees in Quebec.

This agreement is valid without any limitation in time except otherwise specified by the parties concerned.

Assistant Deputy Minister
Department of Transport, Quebec

"RECIPROCITY" BETWEEN NEW JERSEY AND ONTARIO ON MOTOR VEHICLES (26 August 1966, 6 September 1966) (DOCUMENT)

26 August 1966
Director,
Division of Motor Vehicles,
25 So. Montgomery Street,
Trenton,
New Jersey 08625, U.S.A.

Dear Sir:

This is to advise you that regulations have now been approved, extending commercial motor vehicle and trailer registration exemptions to residents of a State of the United States of America that will grant similar exemptions to a resident of Ontario.

The enclosed sheet sets out the reciprocity Ontario is prepared to offer residents of your State.

I would appreciate your confirmation that Ontario residents operating in your State will receive similar exemptions. No formal agreement is required. Upon receipt of your confirmation, we will instruct the Departments throughout the Province to exempt such vehicles from your State from displaying Ontario plates while operating here.

Deputy Registrar of Motor Vehicles
Ontario Department of Transport

September 6, 1966
Deputy Registrar of Motor Vehicles
Department of Transport
Parliament Buildings
Toronto 2, Ontario

426

Dear Sir:

I have reviewed the information sheet transmitted with your letter of August 26, 1966.

The New Jersey reciprocity statute R.S. 39:3-15 extends mirror reciprocity to all states. Therefore, the privileges and limitations set forth in your information sheet would be applied in New Jersey to residents of the Province of Ontario.

Very truly yours,
Director

"RECIPROCITY AGREEMENT CONCERNING COMMERCIAL VEHICLES" BETWEEN NEW JERSEY AND MANITOBA (8 June 1970) (DOCUMENT)

1. The Province of Manitoba, acting through it's Chairman of the Highway Traffic & Motor Transport Board agrees that it shall not impose upon the owner or operator of a commercial vehicle, properly registered in the State of New Jersey, a motor vehicle registration or licensing fee when said vehicle is engaged exclusively in interstate or international operation on the highways of Manitoba.
2. The State Of New Jersey, acting through it's Director, Division of Motor Vehicles, agrees that it shall not impose upon the owner or operator of a commercial vehicle, properly registered in the Province of Manitoba, a motor vehicle registration or licensing fee when said vehicle is engaged exclusively in interstate or international operation on the highways of New Jersey.
3. It is mutually agree that no other forms of fees or taxes shall be imposed by one jurisdiction for the operation on it's highways of a commercial vehicle properly registered in the other jurisdiction when said vehicle is being used exclusively in interstate or international operation, except motor (motive) fuels taxes, fuel use taxes and cab card fee relating thereto, and autobus excise taxes.
4. It is also mutually agree that terms and phrases used in this agreement shall be defined as follows:
 - A. "Commercial vehicle" means any vehicle used for the transportation of persons for hire, compensation or profit, or designed or used primarily for the transportation of property.
 - B. "Properly registered" as applied to place of registration means the jurisdiction in which it is registered if the commercial enterprise in which such vehicle is used has a place of business therin and, if the vehicle is most frequently dispatched, garaged, serviced, maintained, operated or otherwise controlled in or from such place of business and, the vehicle has been assigned to such place of business.
 - C. "Interstate or international operation" means transportation of persons or property from a point in any jurisdiction to a point in another jurisdiction.
5. This agreement shall become effective upon approval by both jurisdictions and shall continue in full force thereafter until modified or cancelled by either party upon 30 days' written notice.

Dated this 8th day of June, 1970.

For the Province of Manitoba:
Chairman,
The Highway Traffic & Motor
Transport Board.
Manitoba.

For the State of New Jersey:
Director,
Division of Motor Vehicles

"RECIPROCITY ARRANGEMENTS" BETWEEN NEW JERSEY AND ALBERTA ON MOTOR VEHICLES
(1 September 1967) (DOCUMENT)

A RECIPROCITY ARRANGEMENT between the PROVINCE OF ALBERTA and the STATE OF NEW JERSEY, whereby each Province and State grants to the other full reciprocity, subject to restrictions as set out herein, as to motor vehicles operated within the Province of Alberta and the State of New Jersey.

IT IS HEREBY AGREED that any legally registered resident, Public Service or Commercial Motor Vehicle of either the Province of Alberta or the State of New Jersey, while engaged in through or interstate commerce, but not operating for hire between fixed termini in the Province or State granting reciprocity, shall be permitted to operate into the other Province or State on such interstate operations, on lawful business and on the same basis as permitted by the registration of its Province or State of domicile without the payment of motor vehicle privilege license fees of any kind, including registration fees, license plate fees, compensation fees, ton mileage fees, gross vehicle weight tax fees or itinerant trip permit fees, provided that such operation shall not be in violation of the laws of the Province or State extending such reciprocity. It is mutually understood that this agreement does not grant exemption from fuel use or autobus excise tax laws in effect in either jurisdiction.

IT IS ALSO MUTUALLY UNDERSTOOD AND AGREED that this arrangement does not grant exemption from the requirement to be in possession of the necessary operating authority in the case of any motor vehicle transporting passengers, goods, wares or merchandise for compensation.

IT IS AGREED that either party may terminate this arrangement by giving thirty days' written notice to the other party.

IT IS AGREED that the authorized representatives of the Province and State will formulate regulations governing the issuance of permits and method of identification of the excepted vehicles provided for herein.

THIS ARRANGEMENT shall be in full force and effect on and after the first day of September 1967.

STATE OF NEW JERSEY
DIRECTOR, DIVISION OF MOTOR VEHICLES
PROVINCE OF ALBERTA
MINISTER OF HIGHWAYS
ATTORNEY GENERAL OF NEW JERSEY

DOCUMENTATION FOR THE STATE OF NEW MEXICO

NEW MEXICO/HUMAN SERVICES**"RECIPROCAL ENFORCEMENT OF SUPPORT AGREEMENT" BETWEEN NEW MEXICO AND
BRITISH COLUMBIA (13 December 1971) (DOCUMENT)**

To His Honour The Lieutenant-Governor in Council:
The undersigned has the honour to report:

THAT by the Reciprocal Enforcement of Maintenance Orders Act provision is made to facilitate the enforcement in British Columbia of maintenance orders made in other jurisdictions:

THAT section 15 of the Act is as follows:-

"15. (1) Where the Lieutenant-Governor in Council is satisfied that reciprocal provisions will be made by a State in or outside Canada for the enforcement therein of maintenance orders made within British Columbia, the Lieutenant-Governor in Council may by order declare it to be a reciprocating State for the purposes of this Act.

(2) The Lieutenant-Governor in Council may revoke any order made under subsection (1); and thereupon the State with respect to which the order was made ceases to be a reciprocating State for the purposes of this Act."

THAT a "reciprocating State" is defined in section 2 of the Act as follows:-

"'reciprocating State' means a State declared under section 15 to be a reciprocating State."

THAT the undersigned is satisfied that reciprocal provisions have been made by the State of New Mexico, one of the United States of America, for the enforcement within the State of New Mexico of maintenance orders made within British Columbia.

AND TO RECOMMEND THAT pursuant to section 15 of the Reciprocal Enforcement of Maintenance Orders Act, the State of New Mexico be declared to be a reciprocating State for the purposes of the Act as and from the date upon which this order is approved.

DATED this 13th day of December A.D. 1971

Acting Attorney-General

APPROVED this 13th day of December A.D. 1971

Premier of British Columbia
Presiding Member of the Executive Council.

DOCUMENTATION FOR THE STATE OF NEW YORK

NEW YORK/ENERGYARRANGEMENT BETWEEN NEW YORK AND ONTARIO AND QUEBEC ON THE ST.
LAWRENCE POWER PROJECT (N.D.) (DESCRIPTION)

"There is a U. S. portion of the St. Lawrence Power Project built and operated by the New York State Power Authority and Ontario Hydro. Since the power facilities are operated as independent plants, but the flow of the St. Lawrence is shared equally, there is hourly communication between the two control rooms. There are also transmission interconnections between Ontario and New York here at St. Lawrence which require coordinated operation and maintenance. Thus, while government officials as such are not directly involved, there is a great deal of contact between the operating staff personnel from both agencies. The same type of day-to-day contact occurs on the Niagara River, where our two agencies have major hydroelectric generating and transmission facilities.

In addition, headquarters staff personnel from our New York City office and the Toronto office of Ontario Hydro are in frequent contact by telephone and in meetings of various power related committees."

NEW YORK/HUMAN SERVICESUNDERSTANDING BETWEEN NEW YORK AND BRITISH COLUMBIA ON
"RECIPROCAL ENFORCEMENT OF MAINTENANCE ORDERS" (15 MAY 1969)
(DOCUMENT)

1616

To His Honour

The Lieutenant-Governor in Council:

The undersigned has the honour to

report:

THAT by the Reciprocal Enforcement of Maintenance Orders Act provision is made to facilitate the enforcement in British Columbia of maintenance orders made in other jurisdictions:

THAT section 15 of the Act is as follows:-

"15. (3) where the Lieutenant-Governor in Council is satisfied that reciprocal provisions will be made by a State in or outside Canada for the enforcement therein of maintenance orders made within British Columbia, the Lieutenant-Governor in Council may by order declare it to be a reciprocating State for the purposes of this Act.

"(2) The Lieutenant-Governor in Council may revoke any order made under subsection (1); and thereupon the State with respect to which the order was made ceases to be a reciprocating State for the purposes of this Act."

THAT a "reciprocating State" is defined in section 2 of the Act as follows:-

" 'reciprocating State' means a State declared under section 15 to be a reciprocating State."

THAT the undersigned is satisfied that reciprocal provisions have been made by the State of New York, one of the United States of

America, for the enforcement within the State of New York of maintenance orders made within British Columbia:

AND TO RECOMMEND THAT pursuant to section 15 of the Reciprocal Enforcement of Maintenance Orders Act the State of New York be declared to be a reciprocating State for the purposes of the Act as and from the 15th day of May, 1969

DATED this 15th day of May, A. D. 1969

Attorney-General

APPROVED

Presiding Member of the Executive Council

UNDERSTANDING BETWEEN NEW YORK AND MANITOBA ON "RECIPROCAL ENFORCEMENT OF MAINTENANCE ORDERS" (28 AUGUST 1969) (DOCUMENT)

Memorandum of an order of the Lieutenant-Governor-in-Council approved and ordered by His Honour the Lieutenant-Governor on August 28, 1969.

The Honourable Attorney-General having submitted to Council a report setting forth that:

WHEREAS subsection (1) of Section 16 of The Reciprocal Enforcement of Maintenance Orders Act, being Chapter 36 of the Statutes of Manitoba, 1961, provides as follows:

"16. (1) Where the Lieutenant-Governor-in-Council is satisfied that reciprocal provisions will be made by a state in or outside Canada for the enforcement therein of maintenance orders made within Manitoba, the Lieutenant-Governor-in-Council may by order declare it to be a reciprocating state for the purposes of this Act."

AND WHEREAS it is desirable that the State of New York be declared a reciprocating state under The Reciprocal Enforcement of Maintenance Orders Act, S. M. 1961, Cap. 36;

THEREFORE he, the Minister, recommends:

THAT the State of New York be declared to be a reciprocating state for the purposes of The Reciprocal Enforcement of Maintenance Orders Act, S. M. 1961, Chapter 36, effective September 1, 1969.

NEW YORK/NATURAL RESOURCES

AGREEMENT CONCERNING FIRE FIGHTING BETWEEN NEW YORK ET AL. AND QUEBEC AND NEW BRUNSWICK THROUGH THE NORTHEASTERN FOREST FIRE PROTECTION COMMISSION (INTERSTATE COMPACT) (1949) (DESCRIPTION AND DOCUMENT)

DESCRIPTION: Northeastern Forest Fire Protection Commission

Authority to execute and enter into a compact with the states of Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island and Vermont and with such other states of the United States or provinces of the Dominion of Canada as may legally join was granted by statute in 1949 to the Governor of New York State for the following purpose: to promote effective prevention and control of forest fires in the northeastern region of the United States and adjacent areas in Canada by the development of integrated forest fire plans, by the maintenance of adequate forest fire fighting services by the member states, by providing for mutual aid in fighting forest fires among the states of the region and for procedures that will facilitate such aid, and by the establishment of a central agency to coordinate the services of member states and perform such common services as member states may deem desirable. The Provinces of Quebec and New Brunswick have joined the compact.

DOCUMENT:

[Public Law 129—81st Congress]
 [Chapter 246—1st Session]
 [S. 1659]
 AN ACT

Granting the consent and approval of Congress to an interstate forest fire protection compact.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent and approval of Congress is hereby given to an interstate forest fire protection compact, as hereinafter set out; but before any province of the Dominion of Canada shall be made a party to such compact, the further consent of Congress shall first be obtained. Such compact read as follows:

NORTHEASTERN INTERSTATE FOREST FIRE PROTECTION COMPACT

Article I

The purpose of this compact is to promote effective prevention and control of forest fires in the northeastern region of the United States and adjacent areas in Canada by the development of integrated forest fire plans, by the maintenance of adequate forest fire fighting services by the member states, by providing for mutual aid in fighting forest fires among the states of the region and for procedures that will facilitate such aid, and by the establishment of a central agency to coordinate the services of member states and perform such common services as member states may deem desirable.

Article II

This agreement shall become operative immediately as to those states ratifying it whenever any two or more of the states of Maine, New Hampshire, Vermont, Rhode Island, Connecticut, New York and the Commonwealth of Massachusetts have ratified it and the Congress has given its consent. Any state not mentioned in this article which is contiguous with any member state may become a party to this compact. Subject to the consent of the Congress of the United States, any province of the Dominion of Canada which is contiguous with any member state may become a party to this compact by taking such action as its laws and the laws of the Dominion of Canada may prescribe for ratification. In this event, the term "state" in this compact shall include within its meaning the term "province" and the procedures prescribed shall be applied in the instance of such provinces, in accordance with the forms and practices of the Canadian Government.

Article III

Each state joining herein shall appoint three representatives to a Commission hereby designated as the Northeastern Forest Fire Protection Commission. One shall be the State Forester or officer holding an equivalent position in such state who is responsible for forest fire control. The second shall be a member of the legislature of such state designated by the Commission or committee on interstate cooperation of such state, or if there be none, or if said Commission on interstate cooperation cannot constitutionally designate the said member, such legislator shall be designated by the governor thereof: provided that if it is constitutionally impossible to appoint a legislator as a Commissioner from such state, the second member shall be appointed by the governor of said state in his discretion. The third member shall be a person designated by the governor as the responsible representative of the governor. In the event that any province of the Dominion of Canada shall become a member of this Commission, it shall designate three members who will approximate this pattern of representation to the extent possible under the law and practices of such province. This Commission shall be a body corporate with the powers and duties set forth herein.

Article IV

It shall be the duty of the Commission to make inquiry and ascertain from time to time such methods, practices, circumstances and conditions as may be disclosed for bringing about the prevention and control of forest fires in the area comprising the member states, to coordinate the forest fire plans and the work of the appropriate agencies of the member states and to facilitate the rendering of aid by the member states to each other in fighting forest fires.

The Commission shall formulate and, in accordance with need, from time to time, revise a regional forest fire plan for the entire region covered by the compact which shall serve as a common forest fire plan for that area.

The Commission shall, more than one month prior to any regular meeting of the legislature in any signatory state, present to the governor and to the legislature of the state its recommendations relating to enactments to be made by the legislature of that state in furthering the interests and purposes of this compact.

The Commission shall consult with and advise the appropriate administrative agencies of the states party hereto with regard to problems connected with the prevention and control of forest fires and recommend the adoption of such regulations as it deems advisable.

The Commission shall have power to recommend to the signatory states any and all measures that will effectuate the prevention and control of forest fires.

Article V

Any two or more member states may designate the Northeastern Forest Fire Protection Commission as a joint agency to maintain such common services as those states deem desirable for the prevention and control of forest fires. Except in those cases where all member states join in such designation for common services, the representatives of any group of such designating states in the Northeastern Forest Fire Protection Commission shall constitute a separate section of such Commission for the performance of the common service or services so designated provided that, if any additional expense is involved, the states so acting shall appropriate the necessary funds for this purpose. The creation of such a section as a joint agency shall not affect the privileges, powers, responsibilities or duties of the states participating therein as embodied in the other articles of this compact.

Article VI

The Commission may request the United States Forest Service to act as the primary research and coordinating agency of the Northeastern Forest Fire Protection Commission, in cooperation with the appropriate agencies in each state and the United States Forest Service may accept the initial responsibility in preparing and presenting to the Commission its recommendations with respect to the regional fire plan. Representatives of the United States Forest Service may attend meetings of the Commission and of groups of member states.

Article VII

The Commission shall annually elect from its members a chairman and a vice-chairman. The Commission shall appoint such officers or employees as may be required to carry the provisions of this compact into effect, shall fix and determine their duties, qualifications and compensation, and may at its pleasure, remove or discharge any such officer or employee. The Commission shall adopt rules and regulations for the conduct of its business. It may establish and maintain one or more offices for the transaction of its business and may meet at any time or place but must meet at least once a year.

A majority of the members of the Commission representing a majority of the signatory states shall constitute a quorum for the transaction of its general business, but no action of the Commission imposing any obligation on any signatory state shall be binding unless a majority of the members from such signatory state shall have voted in favor thereof. For the purpose of conducting its general business, voting shall be by state units.

The representatives of any two or more member states, upon notice to the Chairman as to the time and purpose of the meeting, may meet as a Section for the discussion of problems common to those states.

Sections established by groups of member states shall have the same powers with respect to officers, employees and the maintenance of offices as are granted by this article to the Commission. Sections may adopt such rules, regulations and procedures as may be necessary for the conduct of their business.

Article VIII

It shall be the duty of each member state to formulate and put in effect a forest fire plan for that state and to take such measures as may be recommended by the Commission to integrate such forest fire plan with the regional forest fire plan.

Whenever the state forest fire control agency of a member state requests aid from the state forest fire control agency of any other member state in combatting, controlling or preventing forest fires, it shall be the duty of the state forest fire control agency of that state to render all possible aid to the requesting agency which is consonant with the maintenance of protection at home.

Each signatory state agrees to render aid to the Forest Service or other agencies of the government of the United States in combatting, controlling or preventing forest fires in areas under their jurisdiction located within the member state or a contiguous member state.

Article IX

Whenever the forces of any member state are rendering outside aid pursuant to the request of another member state under this compact, the employees of such state shall, under the direction of the officers of the state to which they are rendering aid, have the same powers (except the power of arrest), duties, rights, privileges and immunities as comparable employees of the state to which they are rendering aid.

No member state or its officers or employees rendering outside aid pursuant to this compact shall be liable on account of any act or omission on the part of such forces while so engaged, or on account of the maintenance or use of any equipment or supplies in connection therewith.

All liability that may arise either under the laws of the requesting state or under the laws of the aiding state or under the laws of a third state on account of or in connection with a request for aid, shall be assumed and borne by the requesting state.

Any member state rendering outside aid pursuant to this compact shall be reimbursed by the member state receiving such aid for any loss or damage to, or expense incurred in the operation of any equipment answering a request for aid, and for the cost of all materials, transportation, wages, salaries, and maintenance of employees and equipment incurred in connection with such request. Provided, that nothing herein contained shall prevent any assisting member state from assuming such loss, damage, expense or other cost or from loaning such equipment or from donating such services to the receiving member state without charge or cost.

Each member state shall provide for the payment of compensation and death benefits to injured employees and the representatives of deceased employees in case employees sustain injuries or are killed while rendering outside aid pursuant to this compact, in the same manner and on the same terms as if the injury or death were sustained within such state.

For the purposes of this compact the term employee shall include any volunteer or auxiliary legally included within the forest fire fighting forces of the aiding state under the laws thereof.

The Commission shall formulate procedures for claims and reimbursement under the provisions of this article.

Aid by a member state to an area subject to federal jurisdiction beyond the borders of such state shall not be required under this compact unless substantially the same provisions of this article relative to powers, liabilities, losses and expenses in connection with such aid are embodied in federal laws.

Article X

When appropriations for the support of this Commission or for the support of common services maintained by the Commission or a section thereof under the provisions of Article V are necessary, the Commission or section thereof shall allocate the costs among the states affected with consideration of the amounts of forested land in those states that will receive protection from the service to be rendered and the extent of the forest fire problem involved in each state, and shall submit its recommendations accordingly to the legislatures of the affected states.

The Commission shall submit to the governor of each state, at such time as he may request, a budget of its estimated expenditures for such period as may be required by the laws of such state for presentation to the legislature thereof.

The Commission shall keep accurate books of account, showing in full its receipts and disbursements, and said books of account shall be open at any reasonable time to the inspection of such representatives of the respective signatory states as may be duly constituted for that purpose.

On or before the first day of December of each year, the Commission shall submit to the respective governors of the signatory states a full and complete report of its activities for the preceding year.

Article XI

The representatives from any member state may appoint and consult with an advisory committee composed of persons interested in forest fire protection.

The Commission may appoint and consult with an advisory committee of representatives of all affected groups, private and governmental.

Article XII

The Commission may accept any and all donations, gifts and grants of money, equipment, supplies, materials and services from the federal or any local government, or any agency thereof and from any person, firm or corporation, for any of its purposes and functions under this compact, and may receive and utilize the same subject to the terms, conditions and regulations governing such donations, gifts and grants.

Article XIII

Nothing in this compact shall be construed to authorize or permit any member state to curtail or diminish its forest fire fighting forces, equipment, services or facilities, and it shall be the duty and responsibility of each member state to maintain adequate forest fire fighting forces and equipment to meet normal demands for forest fire protection within its borders.

Nothing in this compact shall be construed to limit or restrict the powers of any state ratifying the same to provide for the prevention, control and extinguishment of forest fires, or to prohibit the enactment or enforcement of state laws, rules or regulations intended to aid in such prevention, control and extinguishment in such state.

Nothing in this compact shall be construed to affect any existing or future cooperative relationship or arrangement between the United States Forest Service and a member state or states.

Article XIV

This compact shall continue in force and remain binding on each state ratifying it until the legislature or the governor of such state takes action to withdraw therefrom. Such action shall not be effective until six months after notice thereof has been sent by the chief executive of the state desiring to withdraw to the chief executives of all states then parties to the compact.

Sec. 2. Without further submission of the compact, the consent of Congress is given to any State to become a party to it in accordance with its terms.

Sec. 3. The right to alter, amend, or repeal this Act is expressly reserved.

Approved June 25, 1949.

DOCUMENT:

NORTHEASTERN INTERSTATE FOREST FIRE PROTECTION COMPACT: PARTICIPATION OF NEW BRUNSWICK AND QUEBEC PROVINCES (TIAS 6825)

Agreement effected by exchange of notes
Signed at Washington January 29, 1970;
Entered into force January 29, 1970.

The Ambassador of Canada to the Secretary of State Canadian Embassy	Ambassade du Canada Washington, D.C. January 29, 1970.
No. 27	

Sir,

I have the honour to refer to discussions between Canadian and United States officials regarding the North-Eastern Interstate Forest Fire Protection Compact.

I am pleased to inform you that the Canadian Government has examined the text and has agreed to the participation of the Provinces of New Brunswick and Quebec in the Compact. In accordance with the authority given by the Government of Canada, the Government of Quebec signed the Compact on September 23, 1969 and the Government of New Brunswick desires to sign in the near future.

It is the view of the Canadian Government that, in accordance with Canadian law, the signing of the Compact by the Provinces of New Brunswick and Quebec takes effect on the date of this exchange of Notes between our two Governments or on the date of their signature of the Compact, whichever

is the later. I should be grateful if you would confirm that the Government of the United States so authorizes extension of the Compact to a non-United States jurisdiction.

If the Government of the United States authorizes extension of the Compact to a non-United States jurisdiction, I propose that this Note, which is authentic in English and in French, and your reply to that effect shall constitute an Agreement between our two Governments which shall enter into force on the date of your reply.

Ambassador

The Secretary of State,
Washington, D.C.

The Secretary of State to the Ambassador of Canada
Department of State
Washington
January 29, 1970

Excellency:

I have the honor to acknowledge your Note of today's date concerning the participation by the Provinces of New Brunswick and Quebec in the Northeastern Interstate Forest Fire Protection Compact.

I note that the Government of Canada has examined the text and agrees to the participation of the Provinces of New Brunswick and Quebec in the Compact, and that, in accordance with the authority given by the Government of Canada, the Government of Quebec signed the Compact on September 23, 1969, and the Government of New Brunswick desires to sign in the near future.

I am pleased to confirm to you that the extension to New Brunswick and Quebec of that Compact is authorized by United States law currently in effect and that pursuant to such law no further approval by the United States Government is required. I am also pleased to confirm that the United States Government accepts the view of the Canadian Government that, in accordance with Canadian law, the signing by these two Provinces takes effect on the date of this exchange of Notes, or on the date of their signature of the Compact, whichever is the later.

I am therefore pleased further to confirm that your Note and this reply shall constitute an Agreement between our two Governments which enters into force on the date of this reply.

Accept, Excellency, the renewed assurances of my highest consideration.
For the Secretary of State:

Ambassador of Canada.

NEW YORK/TRANSPORTATION

COOPERATION BETWEEN NEW YORK AND ONTARIO THROUGH THE NIAGARA FALLS BRIDGE COMMISSION (1938) (DESCRIPTION)

NIAGARA FALLS BRIDGE COMMISSION
Riverway, Niagara Falls, N.Y.

Commission created by joint resolution adopted at the Third Session of the 75th Congress (1938) and authorized to construct, maintain and operate a bridge (Rainbow Bridge) across the Niagara river at or near the city of Niagara Falls. The Rainbow Bridge replaces the Falls View (Honeymoon) span which was destroyed by an ice jam on January 27, 1938. The

commission consists of four members appointed by the Governor of New York State, and four members appointed by Order-in-Council of the Lieutenant Governor of the Province of Ontario on recommendation of the Prime Minister of the Province of Ontario.

Chapter 352, Laws of 1940, gives the State's consent to conveyance by the Niagara Falls Bridge Commission to the State of title to properties for approaches to the new bridge; chapters 351 and 354 authorized the Niagara Frontier State Park Commission to acquire lands for the approach to, for parks and parkways, and for the site of the bridge to be constructed by the Niagara Falls Bridge Commission.

Ground was broken for the supports at the American end of the bridge in May, 1940, and the bridge was opened to traffic on November 1, 1941.

In addition to the Rainbow Bridge the Commission owns and operates the Whirlpool Rapids Bridge, connecting Niagara Falls, New York and Niagara Falls, Ontario, situated approximately one mile south of the Rainbow Bridge; also the new Lewiston-Queenston Bridge, connecting Lewiston, New York and Queenston, Ontario, situated approximately seven miles north of the Rainbow Bridge, which was opened to traffic on November 1, 1962, and which replaces the old structure, now dismantled and demolished, formerly located about one-half mile north of the new structure (downstream).

"MIRROR" RECIPROCITY BETWEEN NEW YORK AND CANADIAN PROVINCES ON REGISTRATION AND EQUIPMENT OF MOTOR VEHICLES (N.D.) (DESCRIPTION)

New York State has not entered into any formal or informal agreements with any Canadian province concerning vehicle registration. Reciprocal recognition of out of state registration is statutory in New York State. Thus, it is not set forth in any agreement. Rather, it is provided in subdivision (1) of Section 250 of the Vehicle and Traffic Law. The statute operates in a mirror like manner. Thus, New York will honor the registrations of and equipment on vehicles registered in other states and provinces of Canada to the same extent that those other states and provinces of Canada honor registrations of and equipment on vehicles registered in New York State to residents of New York State. However, under subdivision (3) of Section 250 of the Vehicle and Traffic Law New York registration is required on vehicles used to transport persons or property for hire or profit from one point in New York State to another point in New York State, or which are operated in doing any work performed under a contract for a public improvement to which the state, a municipal corporation, a school district, or a commission appointed pursuant to law is a party, except to transport machinery, tools or other plant equipment to be used in the performance of such a contract. Nevertheless, New York honors all semi-trailer registrations.

Our rule regarding recognition of out of state driver's licenses is also statutory. Under Section 250(2) of the Vehicle and Traffic Law New York will honor all driver's licenses issued by other states and provinces of Canada to residents of those states and provinces of Canada regardless of reciprocity (one license concept).

NORTH CAROLINA/TRANSPORTATION

"AGREEMENT OF UNDERSTANDING" BETWEEN NORTH CAROLINA AND ONTARIO "TO ALLOW THE FREE MOVEMENT OF COMMERCIAL VEHICLES (1 JANUARY 1973) (DOCUMENT)

IT IS UNDERSTOOD THAT THE CANADIAN PROVINCE OF ONTARIO AND THE STATE OF NORTH CAROLINA DO HEREBY ENTER INTO AN AGREEMENT OF UNDERSTANDING TO ALLOW FREE MOVEMENT OF COMMERCIAL VEHICLES AS FOLLOWS:

A. COMMERCIAL VEHICLES

Registration license plate fees and trip permits will be waived by the State of North Carolina and Province of Ontario for the following operations:

1. A motor vehicle designed, equipped and used exclusively for living accommodation, commonly known as a motorized mobile home.
2. A commercial motor vehicle transporting fresh fruit, fresh vegetables, natural agricultural products and/or livestock, including peat moss, hay, straw, Christmas trees and nursery stock when actually owned by the carrier with the exception of cotton and tobacco.
3. Commercial motor vehicles transporting empty containers for packaging commodities listed in paragraph A2.
4. Commercial vehicles having a gross weight of not more than 6,000 pounds.
5. A hearse, ambulance or charter bus trips.
6. Vehicles transporting objects and materials used in the production of cultural presentations and exhibitions, including musical and ballet concerts and art exhibits provided such presentations and exhibitions are not carried on solely for financial gain.
7. A trailer or semi-trailer when drawn by a commercial motor vehicle registered in Ontario or North Carolina when operated interstate.
8. Private carriers using commercial motor vehicles other than as specified in paragraphs one through six may obtain a permit valid for five (5) days only, at a cost of \$20.00 or obtain and display Ontario or North Carolina registration.

B. FOR HIRE CARRIERS

1. Registration license plate fees and trip permits will be waived by the State of North Carolina and the Province of Ontario for commercial vehicles transporting fresh fruit, fresh vegetables, natural agricultural products and/or livestock, including peat moss, hay, straw, Christmas trees and nursery stock not owned by the carrier with the exception of cotton and tobacco.
2. Commercial motor vehicles transporting empty containers for packaging commodities listed in paragraph B1.
3. North Carolina carriers transporting commodities set out in B1 must make application to the Ontario Highway Transport Board for an Extra-Provincial operating license and authority issued under the Motor Vehicles Transport Act and pay an initial fee of \$50.00. Extra-Provincial operating license fees will be charged according to a schedule of public commercial vehicle license. Fees to be charged are set out in the Public Commercial Vehicles Act, Regulation 700, under Class A, C, D, K, or T according to the specified gross weight for each vehicle to be licensed.
4. Ontario carriers transporting commodities set out in B1 must make application to the North Carolina Department of Motor Vehicles and obtain a certificate for interstate operating authority and a cab card issued under

North Carolina General Statute 20-4.4. There will be an initial fee of \$50.00 for the certificate. Equalizing interstate operating cab card fees to be charged are set out in North Carolina Department of Motor Vehicle Form LT-ONT-10.

PCV license and cab cards will be transferable from one vehicle to another. They will identify the carrier owning the vehicle and not the vehicle. It will be the responsibility of carriers to carry registration for license plates of the respective jurisdiction for identification purposes. Carriers that do not have PCV plates or cab cards will be charged fees as set out in Paragraph B3 and B4.

6. Unauthorized use of PCV plates or cab cards will subject same to cancellation and the purchase of PCV plate or cab card at current fee rates.

The penalties for violating the weight restrictions for the PCV license or the North Carolina Cab Card will be applied in accordance with the laws of the Province of Ontario or the State of North Carolina.

PCV license plates and cab cards that are lost or stolen will not be re-issued. The carrier must purchase a replacement at the regular fee.

The provisions of this Agreement are supplemental to existing laws and shall not be construed so as to repeal any existing provision contained in the General Statutes of North Carolina and the laws of the Province of Ontario except to the extent set forth herein.

THIS ARRANGEMENT SHALL be in full force and effect on and after the 1st day of January 1973.

PROVINCE OF ONTARIO
Minister of Transportation
and Communications

STATE OF NORTH CAROLINA
Commissioner of Motor Vehicles

"RECIPROCITY ARRANGEMENT" BETWEEN NORTH CAROLINA AND ALBERTA CONCERNING THE PAYMENT OF MOTOR VEHICLE PRIVILEGE LICENSE FEES (29 NOVEMBER 1954)
(DOCUMENT)

A RECIPROCITY ARRANGEMENT between the Province of Alberta and the STATE OF N. CAROLINA whereby each Province and State grants to the other full reciprocity, subject to restrictions as set out herein, as to motor vehicles operated within the Province of Alberta and the State of North Carolina.

IT IS HEREBY AGREED that any legally registered resident, Public Service or Commercial motor Vehicle of either the Province of Alberta or the State of N. Carolina, while engaged in through or interstate commerce, but not operating for hire between fixed termini in the Province or State granting reciprocity, shall be permitted to operate into the other Province or State on such interstate operations, on lawful business and on the same basis as permitted by the registration of its Province or State of domicile without the payment of motor vehicle privilege license fees of any kind, including registration fees, license plate fees, compensation fees, ton mileage fees, gross vehicle weight tax fees or itinerant trip permit fees, provided that such operation shall not be in violation of the laws of the Province or State extending such reciprocity.

IT IS AGREED that either party may terminate this arrangement by giving thirty days written notice to the other party. It is agreed that the authorized representatives of the Province and State will formulate regulations governing the issuance of permits and method of identification of the excepted vehicles provided for herein.

THIS ARRANGEMENT shall be in full force and effect on and after the 29th day of November 1954.

STATE OF NORTH CAROLINA:
PROVINCE OF ALBERTA
MINISTER OF HIGHWAYS

"RECIPROCAL AGREEMENT" BETWEEN NORTH CAROLINA AND QUEBEC CONCERNING
"THE PAYMENT OF MOTOR VEHICLE PRIVILEGE LICENSE FEES" (19 AUGUST 1969)
(DOCUMENT)

Pursuant to, and in conformity with, the laws of the State of North Carolina and the Province of Quebec, acting by and through their officials lawfully authorized to execute this agreement, do mutually agree as follows:

It is hereby agreed that any vehicle legally registered in the State of North Carolina or the Province of Quebec may be operated within the reciprocating State or Province without registering such vehicle in, or paying any fee to, the reciprocating State or Province except as otherwise herein provided.

All understandings and agreements, oral or written, heretofore had or entered into between the parties, the effect of which was to grant reciprocity with respect to motor vehicles, are hereby mutually rescinded.

This agreement shall apply to vehicles properly registered and licensed in the State or Province of residence of the owner, or lessee, which vehicles operate exclusively on an interstate basis, as defined herein.

This agreement shall not affect any reciprocal agreement which either the State or the Province which are parties to this agreement may have or enter into with any other State or Province.

For the purpose of this agreement "interstate movement" shall mean commerce between states or transportation which originates in one State or Province and passes into or through other States and Provinces for delivery in a state other than the State or Province of origin. "Intrastate movement" shall mean commerce within the State or Province or transportation which originates within a State or Province for delivery in the same state regardless of route traversed.

This agreement shall not apply to for hire carriers, or to motor fuel tax laws of either State or Province, or to fees imposed by the regulatory commissions of either State or Province which cannot be waived and which are not, therefore, subject to reciprocity.

Nothing contained in this agreement shall be construed as relief from compliance with the insurance requirements or other filings required by the regulatory commissions or State Departments of either State or Province; nor shall this agreement waive compliance with police measures such as weight and size requirements of vehicles imposed by the laws of either state. This agreement in no way affects compliance with the laws of the road in effect in either State or Province.

"Properly registered" as applied to place of registration means:

- (1) The jurisdiction where the person registering the vehicle has his residence, or
- (2) In the case of a commercial vehicle, including leased vehicles, the jurisdiction in which it is registered if the enterprise in which such vehicle is used has a place of business therein, and, if the vehicle is most frequently dispatched, garaged, serviced, maintained, operated or otherwise controlled in or from such place of business, and the owner has assigned or leased the vehicle to such place of business.

It is agreed and understood that each of the parties to this agreement shall retain the right to require the display of a permit, sticker, or other suitable means of identification as provided or deemed necessary by either State or Province.

Any violation of the provisions of this agreement shall result in the immediate cancellation of reciprocal privileges. Each State or Province entering this agreement may act unilaterally in denying reciprocal privileges to a particular non-resident.

This agreement shall continue in full force and effect from the effective date herein enumerated and shall be terminated only upon thirty days written notice.

Entered in this 19th day of August 1969.

STATE OF NORTH CAROLINA

By: Commissioner of Motor Vehicles

PROVINCE OF QUEBEC

By: Minister

Department of Transportation and
Communications

DOCUMENTATION FOR THE STATE OF NORTH DAKOTA

NORTH DAKOTA/HUMAN SERVICES**"INFORMAL AGREEMENT" CONCERNING THE CONTROL OF VENERAL DISEASE BETWEEN
NORTH DAKOTA AND MANITOBA AND SASKACHEWAN (N.D) (DESCRIPTION)**

(There is) an informal agreement with the directors of the disease control divisions in Manitoba and Saskatchewan for the venereal disease control program.

A number of the contacts from diagnosed cases in North Dakota have addresses in Winnipeg and Regina. The standard epidemiologic form which is used throughout the United States for follow up of VD contacts is sent to the venereal disease control officer in the Division of Disease Control in both provinces. The contacts are located and brought to examination and treatment if needed, by personnel in the provincial health department.

A personal visitation was made to both health departments several years ago and verbal arrangements were made to follow up venereal disease contacts in these provinces as well as follow up contacts in the State of North Dakota when referred by either the Saskatchewan or Manitoba health department.

NORTH DAKOTA / TRANSPORTATION

"RECIPROCAL ARRANGEMENT" BETWEEN NORTH DAKOTA (AND WISCONSIN) AND MANITOBA CONCERNING "EXEMPTION FROM REGISTRATION AND FROM PAYMENT OF TAXES" ("20% AGREEMENT") (N.D.) (DESCRIPTION) (DOCUMENT: "This is an oral agreement that has never been signed.")

DESCRIPTION: The State of North Dakota has entered into reciprocal agreement with Manitoba and Wisconsin based on the payment of twenty percent of the North Dakota registration fee. The reverse side of this form letter is an application for R Plates and is the only form required if the applicant desires only reciprocity R Plates. Submit one copy.

Reciprocity plates are issued in lieu of an operator paying (trip permits).

The following rules and regulations are presently enforced regarding issuance of R Plates:

1. Expiration date: December 31st of each year.
2. Applications are accepted at weigh stations.
3. No time payment installments.
4. \$10.00 (trip permit) is charged a vehicle unless the vehicle displays the R Plate and carries the cab card.
5. R Plates are transferable from one vehicle to a replacement vehicle if the original was destroyed or sold and is no longer part of the fleet. Cab cards must be returned from the original before the transfer will be made to a replacement vehicle. Transfer fee is \$4.00.
6. Plates and cab cards placed in/on the wrong vehicles will subject that vehicle to a full North Dakota registration.
7. Any vehicle violating any provisions of the Motor Vehicle Code and/or reciprocity agreement shall be subject to full North Dakota registration and must forfeit R Plate reciprocity.
8. An applicant for an R Plate must be a bonified resident of the participating State or Province and/or vehicle must be part of a fleet operated, housed, garaged and maintained in said State or Province. A Post Office box number will not serve as an adequate address. An applicant must show his name, his actual residence in said State or Province and the telephone number at which he can be reached. A North Dakota resident will not be permitted to license a vehicle in Manitoba or Wisconsin unless the vehicle is permanently housed, garaged, dispatched and maintained at the address given.
9. All vehicles involved in a leasing operation must show the names and addresses of both the lessee and the lessor. (Indicate same in the space provided on the face of the application.)

Upon receipt of the application an audit will be performed and a statement of the cost of registration will be mailed to the address of the applicant. Submit full payment of the required fees by cashiers check or postal money order made payable to the Truck Regulatory Division.

(DOCUMENT)

The duly authorized officials of the State of North Dakota and the Province of Manitoba acting by and through the authority granted to them by the law of their respective states hereby mutually agree:

I

All arrangements heretofore entered into between the parties, the effect of which was to exempt owners of motor vehicles from liability for registration taxes or fees imposed or levied by reason of the operation of such vehicles upon the highways of either state, are hereby mutually rescinded.

II

Words as used in this arrangement shall have the following meanings, respectively:

- RESIDENT:**
- (1) An individual who is a resident of either state.
 - (2) A corporation organized under the laws of either the State of North Dakota or the Province of Manitoba which corporation carries on vehicle operations in that State, as its State of residence.
 - (3) A corporation not organized under the laws of either state but registered and licensed to do business in either state and maintaining a place of business in such state, as its State of Residence.

STATE: Either the State of North Dakota or the Province of Manitoba.

STATE OF RESIDENCE: That State from which or in which the vehicle is most frequently dispatched, garaged, serviced, maintained, operated or otherwise controlled, or also in the case of a fleet vehicle the state to which it is allocated for registration under statutory requirements.

VEHICLE: A bus, motor truck, truck-tractor, trailer or semi-trailer or any combined thereof.

RECIPROCITY: Exemption from registration and from payment of taxes or fees levied against an owner or operator by reason of the operation of vehicles when performing other than intrastate operations provided, however, that nothing contained in this arrangement shall be construed to exempt the owner or operator of any vehicle from compliance with the laws and regulations of either state with respect to the necessity of procuring authority to operate and the filing of insurance coverage. Further, it shall not be construed to exempt or waive compliance with the weight or dimension laws of the respective states or to waive motor fuel taxes of either state.

III

Except as hereinafter provided, vehicles owned or operated by a resident of either state and lawfully registered therein shall be entitled to reciprocity in the other state while performing other than intrastate operations and shall include the following:

- (1) Full reciprocity will be extended automatically by either State to residents owning and operating two-axle vehicles without application for a special permit.
- (2) Full reciprocity will be extended by both states to vehicles owned by the state or political subdivision thereof regardless of the number of axles on a given vehicle or combination of vehicles.

IV

The following vehicles shall not be entitled to reciprocity:

- (1) Any vehicle that is not duly registered in the state of residence.
- (2) Any vehicle which is registered for use only in a limited area of a state.
- (3) Any vehicle having a gross weight greater than that for which the vehicle is registered in the state of residence.
- (4) Any vehicle performing an act of transportation solely within one state notwithstanding that such act of transportation for other legal purposes may be regarded as "interstate" in character.

V

- (a) SPECIAL TAXES - NORTH DAKOTA. All other vehicles registered in the Province of MANITOBA before using North Dakota highways must comply with the North Dakota revised Code of 1943, Section 39-0429 as amended, and pay the following tax:

Vehicle or combination of vehicles having	
3 axles	1 1/2¢ per mile
Vehicle or combination of vehicles having	
4 axles	2 ¢ per mile
Vehicle or combination of vehicles having	
5 axles or more	3 ¢ per mile

- (b) SPECIAL TAXES - PROVINCE OF MANITOBA. All other vehicles registered in the Province of MANITOBA before using North Dakota highways must comply with the North Dakota revised Code of 1943, Section 39-0429 as amended, and pay the following tax:

Vehicle or combination of vehicles having	
3 axles	1 1/2 ¢ per mile
Vehicle or combination of vehicles having	
4 axles	2 ¢ per mile
Vehicle or combination of vehicles having	
5 axles or more	3 ¢ per mile

- (c) OPTION TO REGISTER AT 1/5TH OF ANNUAL FEE. Notwithstanding the provisions of preceding (a) and (b) the states party hereto may permit vehicles or combination of vehicles having three or more axles owned by residents of the other state and properly registered in the state of residence to travel in other than intrastate commerce in the state of non-residence upon the payment of a fee for each vehicle or combination equal to 1/5th of the annual registration fee or tax normally assessed is such vehicle or combination of vehicles were to be registered in the state, provided, however, that such tax or fee on each vehicle shall be computed in accordance with the laws and policy of the state which grants reciprocity.

A fleet of vehicles owned by a resident of either state operating in other than intrastate commerce and having a portion of such vehicles domiciled at a base of operations in the state of non residence having such vehicles legally and properly registered in the state of non residence shall be granted reciprocity in the state of residence if the respective states are satisfied as to the propriety of such registrations.

VI

If either state shall cancel or suspend the reciprocity privileges of a resident of the other state, pursuant to the law of the cancelling or suspending state, such state shall give written notice thereof to the other state and shall include in such notice a statement of the reason for such cancellation or suspension.

VII

IT IS AGREED that either party to this arrangement may terminate the arrangement by giving thirty days' written notice to the other party.

STATE OF NORTH DAKOTA

PROVINCE OF MANITOBA

RECIPROCITY AGREEMENT BETWEEN NORTH DAKOTA AND SASKATCHEWAN ON LICENSING
OF COMMERCIAL VEHICLES ("TON MILE AGREEMENT") (16 JUNE 1963) (DOCUMENT)

Agreement made this 6th day of June, 1963 between the State of North Dakota and the Province of Saskatchewan.

WHEREAS, it is the intention of the contracting jurisdictions to enter into reciprocity with respect to the transportation of persons and goods by commercial vehicles within the contracting jurisdictions, through an agreement providing for the levying of fees and the issuance of reciprocity plates, plate stickers and license; and

WHEREAS, it is the intention of the contracting jurisdictions that when an owner has paid the fees and filed an application in accordance with the terms of this Agreement such owner shall be granted authority, evidenced by the issuance of a reciprocity sticker and license, to operate a commercial vehicle within the contracting jurisdictions;

NOW THEREFORE, this Agreement witnesseth that in consideration of the premises, the Reciprocity Board of the State of North Dakota and the _____ of the Province of Saskatchewan lawfully authorized to execute this Agreement in conformity with the laws of their respective jurisdictions do mutually agree as follows:

1. In this Agreement:

- (a) "commercial vehicle" means a trailer used for the carriage of goods on a highway, or a tractor used for hauling purposes on a highway, or a bus or truck;
- (b) "contracting jurisdiction" means the state or province that is a party to this Agreement;
- (c) "gross weight" means the combined weight of the commercial vehicle and the maximum weight of the load to be carried on such vehicle as determined by the authorized official of the contracting jurisdiction to which the application for a reciprocity plate, sticker and license is made;
- (d) "owner" means an owner of a commercial vehicle or lessee of a commercial vehicle who operates such vehicle under a valid written rental agreement with the owner of such vehicle;
- (e) "reciprocity plate" except as provided for in Appendix "B" means a plate issued to an owner designed to have affixed thereto every reciprocity sticker issued to such owner by an authorized official;
- (f) "reciprocity sticker" means a sticker which designates the identity of the province or state in which an owner is authorized to operate a commercial vehicle or an alternative identification as provided for in Appendix "B";

- (g) "reciprocity license" means a license issued pursuant to paragraph 2.
2. (1) An owner may apply to the authorized official of a contracting jurisdiction in which he wishes to operate a commercial vehicle for the issuance of a reciprocity plate, sticker and license and such reciprocity sticker and license shall be serially numbered and contain the name of the issuing province or state authorizing such owner to operate a commercial vehicle within such province or state. The authorized official may issue such reciprocity sticker and license provided that:
- (a) the owner pays to such authorized official the fee as prescribed in paragraph 3;
 - (b) subject to subparagraph (2), the owner has registered such commercial vehicle in the province or state in which he resides;
 - (c) where the owner operates such commercial vehicle in the transportation of persons or goods for compensation, he has been authorized:
 - (i) pursuant to the Motor Vehicle Transport Act (Canada) to carry on such transportation in the Province of Saskatchewan; and
 - (ii) pursuant to (applicable legislation in the State of North Dakota and the Interstate Commerce Commission), to carry on such transportation in the State of North Dakota.
- (2) Where an owner applying for a reciprocity license and sticker in respect to a fleet of commercial vehicles is
- (a) resident in each of the contracting jurisdictions; or
 - (b) resident in one contracting jurisdiction and operates such fleet
 - (i) solely within the other contracting jurisdiction;
or
 - (ii) part of such fleet in each of the contracting jurisdictions the authorized officials of the contracting jurisdictions shall determine the proportion of such fleet which shall be registered in each contracting jurisdiction for the purpose of this Agreement
3. The fee payable by an owner upon application to the authorized official of a contracting jurisdiction for issuance of a reciprocity license and sticker shall be \$10 per ton gross weight and such fee shall be payable in lieu of the prescribed statutory fees of such

- contracting jurisdiction set out in Appendix "A" to this Agreement.
4. This Agreement does not waive any fees or taxes charged or levied by any contracting jurisdiction relating to the ownership and operation of commercial vehicles other than those waived in accordance with paragraph 3.
 5. Where the owner has complied with the provisions of clauses (a), (b), and (c) of subparagraph 1 of paragraph 2, and subject to subparagraph (2) of paragraph 2, the authorized official to whom such owner has made application may issue to such owner a reciprocity sticker bearing a number and the name of the issuing province or state and a license identifying the owner and the vehicle for which the reciprocity sticker has been issued and such sticker shall be affixed to the reciprocity plate.
 6. (1) The authorized official of a contracting jurisdiction may issue to an owner a blank reciprocity plate upon application for a fee of \$1.
(2) In the case of loss or destruction of a reciprocity sticker, a replacement sticker and license may be issued by the authorized official upon payment of a fee of \$3.
 7. Every reciprocity license and sticker issued pursuant to this Agreement in any year shall expire on the 31st day of March in the year of issue provided, however, that a contracting jurisdiction may extend the period of validity.
 8. A reciprocity plate issued to an owner bearing the stickers issued to such owner shall be conspicuously displayed only upon the commercial vehicle in respect of which the stickers were issued and an owner wishing to transfer such reciprocity plate to another commercial vehicle of which he is the owner may do so upon payment of a fee of \$1 to each of the contracting jurisdictions. If the gross weight of the commercial vehicle to which such reciprocity plate is to be transferred exceeds the gross weight of the commercial vehicle from which the said plate is to be transferred the owner shall pay an additional fee in accordance with the provisions of paragraph 3.
 9. Subject to paragraph 8, when a reciprocity license or sticker is cancelled or suspended or when an owner sells or otherwise disposes of a commercial vehicle for which a reciprocity license and sticker have been issued the owner shall return the reciprocity license to the authority that issued it and shall cancel the sticker in the manner directed by an authorized official or when so requested by an authorized official, the owner shall deliver the reciprocity plate to an authorized official for the purpose of cancellation of the sticker.
 10. (1) Subject to subparagraph (2), where an owner operates (a) a two axle truck; or (b) a bus on a charter trip only; and has registered such truck or bus in the contracting jurisdiction in which he resides he may operate the vehicle in the other contracting jurisdiction exempt from registration and paragraphs 1 to 9 inclusive shall not apply.
(2) The provisions of subparagraph (1) shall not apply to a two axle truck or a bus operating on a charter trip transporting goods or passengers originating at and consigned between points in the reciprocating jurisdiction.

11. Either party may terminate this agreement by giving notice by registered mail on or before the 1st day of January in any year of the intention to terminate, to the other contracting jurisdiction and such termination shall be effective on the 31st day of March next following the date on which such notice is given.

This Agreement shall become effective and shall apply to the registration of commercial vehicles for the license year 1963-64 and subsequent years during the existence of this Agreement.

In Witness whereof this Agreement has been duly executed by the parties hereto.

NORTH DAKOTA RECIPROCITY COMMISSION

DOCUMENTATION FOR THE STATE OF OKLAHOMA

OKLAHOMA/COMMERCE AND INDUSTRY

RECIPROCAL AGREEMENT BETWEEN OKLAHOMA AND BRITISH COLUMBIA FOR NON-RESIDENT LICENSING OF INSURANCE AGENTS (29 September 1972) (DOCUMENT)

Director of Agents' Licensing
 State of Oklahoma
 Oklahoma City, Oklahoma, U.S.A.

Dear Sir:-

Non-resident Licensing

With reference to your letter of July 26th, regarding the above, please be advised that a letter from your Department advising that you would be willing to licence residents of this Province will be sufficient to effect a reciprocal agreement. If you require a more formal agreement please advise.

For further details I would direct your attention to the attached form letter which is self-explanatory.

Superintendent of Insurance
 Office of the Superintendent of Insurance
 The Government of the Province of
 British Columbia
 Victoria, British Columbia, Canada

Non-resident Licensing for Life
 Insurance and Life Insurance to-
 gether with Personal Accident
 and Sickness Insurance

Thank you for your letter of July 26 regarding the above.

It is noted that you will issue non-resident licences to agents from this Province, the fee for same being \$5.00 (or \$8.00 retaliatory).

Please be advised that our fee for a non-resident life insurance agent's licence is \$3.00 per year. We also issue licences for accident insurance and sickness insurance providing the licensee is licensed to sell life insurance. The fee for a life licence is \$3.00 per year. It is \$8.00 per year for a life, accident and sickness licence. The licensing year commences on December 1st of each year, and six months thereafter the fee is reduced to \$1.50 and \$4.00 respectively.

Thank you for your co-operation in this regard.

Superintendent of Insurance

RECIPROCAL AGREEMENT BETWEEN OKLAHOMA AND ONTARIO COVERING THE LICENSING OF NON-RESIDENT PROPERTY AND/OR CASUALTY INSURANCE AGENTS (14, 21 August 1957) (DOCUMENT)

WHEREAS, the insurance supervisory officials of the Province of Ontario and the State of Oklahoma deem it to be in the public interest of both governments that persons currently licensed by property and/or casualty insurers as resident agents of each government not be declared ineligible for license in the other State or Province solely for reasons of non-residency and/or failure to qualify by examination in the other State or Province; and whereas the laws of the Province of Ontario and the State of Oklahoma do not prohibit the licensing of otherwise qualified non-resident property and/or casualty insurance agents.

THEREFORE, it is mutually agreed that, until notice is duly given to the contrary, every person of the Province of Ontario and of the State of

Oklahoma licensed by a property and/or casualty insurer as a resident agent in the State or Province of residence may apply for, and if otherwise qualified, and upon producing a certificate from the insurance supervisory official of the State or Province of residence that he or she is licensed in said State or Province and is in good standing, be issued a Nonresident Property and/or Casualty Insurance Agent's License. The license shall confer upon said applicant the same rights and privileges granted resident licenses, except the right to sign or countersign policies covering subjects of insurance located or to be performed in the "Nonresident State or Province." Said license shall be granted subject to the following conditions and/or restrictions:

1. Nonresident applicants (will not) be required to pass a written examination before being licensed.

Insurance Supervisory Official
Province of Ontario

RECIPROCAL AGREEMENT BETWEEN OKLAHOMA AND ONTARIO FOR LICENSING OF INSURANCE AGENTS (1 March 1973) (DOCUMENT)

Director of Agents' Licensing
State of Oklahoma
Oklahoma City, Oklahoma, U.S.A.

Dear Sir:

Thank you for your letter of February 21st.
We would indeed be pleased to enter into a reciprocal agreement for the licensing of our respective insurance agents for all classes and this letter will evidence the acceptance by Ontario of such an arrangement if you will extend a similar courtesy to Ontario agents.
This will permit an Oklahoma individual agent only to secure an Ontario non-resident licence on submission of our prescribed application accompanied by a certificate attesting that the applicant is licensed for the class of insurance for which his application is made along with licence fees of \$10.00 for life and \$25.00 for all classes, other than life.
I hope these conditions meet with your approval and would appreciate receiving your advice that this is so.

Deputy Superintendent of Insurance
Office of the Superintendent of Insurance
Ministry of Consumer and Commercial Relations
Toronto, Ontario, Canada

RECIPROCAL AGREEMENT BETWEEN OKLAHOMA AND QUEBEC FOR NONRESIDENT INSURANCE AGENTS' LICENSING (21 February 1973) (DOCUMENT)

Director of Agents' Licensing
State of Oklahoma
Oklahoma City, Oklahoma, U.S.A.

Dear Sir:

We acknowledge receipt of your letter dated February 8th, 1973 concerning the reciprocal agreement for the non-resident agents' licensing.

It is our pleasure to inform you that since your department is willing to license our residents, we shall license your residents for Quebec and the fees charged will be the same as those required by your State but not less than \$5.00 for Life insurance and \$5.00 for Accident and Health insurance and \$10.00 for both Life and Accident and Health.

We hope the above will meet your approval and we thank you again for your cooperation under the circumstances.

Agents' Licensing Section
Insurance Branch
Department of Financial Institutions,
Companies and Cooperatives
Government of Quebec
Quebec, Canada

OREGON / TRANSPORTATION**"RECIPROCITY AGREEMENT" CONCERNING REGISTRATION FEE EXEMPTION OF MOTOR VEHICLES BETWEEN OREGON AND MANITOBA (21 DECEMBER 1970) (DOCUMENT)**

Pursuant to and in conformity with the laws of their respective jurisdictions, the Province of Manitoba and the State of Oregon, acting by and through their lawful authorized officials to execute this agreement, do mutually agree as follows:

I

It is provided that this agreement applies only to the requirement for licensing of vehicles, and shall not relieve any non-resident operator or owner of such vehicles from complying with all other laws and regulations exercised by either jurisdiction under their respective statutes for private, common, and contract carriers; and shall apply only to bona fide residents of the herein contracting jurisdictions. It is further provided that no non-resident of Manitoba or Oregon shall avail himself of the benefits of this reciprocal agreement by the licensing of their vehicles in either jurisdiction without having become a bona fide resident of Manitoba or of Oregon.

II

PRIVATE PASSENGER VEHICLES

Passenger motor vehicles properly licensed in the State of Oregon, of which the owner is a legal and bona fide resident, shall be granted full reciprocity in the lawful use of the highways of Manitoba, provided, however, the establishment of a domicile or business within Manitoba or while gainfully employed within Manitoba shall require immediate registration in Manitoba. The Oregon laws, ORS 481.155 and 481.158, provides that a nonresident owner of a motor vehicle, trailer, semitrailer, pickup camper, motor home, travel trailer or mobile home not used for hire or compensation in Oregon may use such vehicles in Oregon until expiration of the home State (or Province) license plates even though the non-resident owner accepts gainful employment or establishes residence in Oregon. It is further provided that traveling salesmen, solicitors, or peddlers carrying merchandise in such motor vehicle and using such motor vehicle for transporting such merchandise for the purpose of selling, peddling, or otherwise similarly disposing of such merchandise, shall not be extended this reciprocal privilege.

III

BUSES, TRUCKS, TRUCK-TRACTORS, TRAILERS, SEMI-TRAILERSPrivate Carriers

Owners and operators of buses, trucks, truck-tractors, trailers, or semi-trailers used in interstate operations for the transportation of persons not for compensation or the transportation of the actual property of the owner of such vehicles are granted full reciprocity in the lawful use of the highways of the other jurisdiction party to this agreement without payment of motor vehicle license fees in such other jurisdiction provided that the Manitoba owners or operators have complied with the regulations of the Oregon Public Utility Commissioner pertaining to certain private carriers.

Common and Contract Carriers

Owners and operators of buses trucks, truck-tractors, trailers, or semi-trailers used in interstate operations for the transportation of persons or property for compensation and/or hire, who are legal and bona fide residents of Manitoba or Oregon and who have legally registered such vehicles in the jurisdiction of which the owner is a resident and have complied with all the respective laws regulating common and/or contract carriers and secured certificate or permits from the Manitoba Highway Traffic & Motor Transport Board and/or from the Oregon Public Utility Commissioner are granted full reciprocity in the lawful use of the highways of the other jurisdiction party to this agreement without payment of motor vehicle license fees in such other jurisdiction.

Provided However

That if any bus, truck, truck-tractor, trailer, or semi-trailer, which is registered in either jurisdiction is moved to the other reciprocating jurisdiction and used in the conduct of the owner's business, it shall immediately be registered in accordance with the laws of the jurisdiction to which moved.

IV

BUSES

Reciprocity is granted to motor vehicles owned or chartered by all schools and colleges, religious or charitable associations or institutions, or governmental agencies, when used to convey their athletic teams, orchestras, or other scholastic, religious, or charitable organizations or employees for temporary trips to either jurisdiction.

V

This agreement shall not apply to any vehicle carrying a supply of motor fuel to be consumed in the motor or engine of such vehicle other than that contained in the usual tank or receptacle connected with the engine of such motor vehicle.

VI

This agreement shall not be construed to authorize the operation of motor vehicles upon the highways of either of the jurisdictions in excess of the maximum weight, length, width, or height allowed by the laws of such jurisdiction in which such vehicle is being operated; provided, however, that upon application and payment to the jurisdiction or jurisdictions in which the vehicle is being operated, for a special permit or permits, loads in excess of the maximum weight, length, width, or height may be lawfully transported under such permit or permits over specified highways of the jurisdiction or jurisdictions issuing the same.

VII

All operators of vehicles carrying licenses of either of the jurisdictions entering into this agreement, shall operate under the laws and conform to the regulations governing the operation of motor vehicles or trailers in the jurisdiction where they are being operated, and failure to do so shall subject operators of such motor vehicles or trailers to prosecution and fine under the laws of the jurisdiction in which they are operating. It is further provided that each jurisdiction reserves the right to cancel the benefits of this agreement as to any individual operator, owner or carrier if any requirements of this agreement are not complied with.

VIII

This agreement shall not affect any reciprocal agreement Manitoba or Oregon may make or enter into with any other jurisdiction.

IX

Each of the contracting parties of each jurisdiction shall cooperate with each other and hereby agree to furnish such aid and assistance to the other as may be within their statutory authority as will aid in the proper enforcement of this agreement, and to carry out the purposes of their Legislative Acts pursuant to which this agreement has been made.

X

This agreement shall become effective January 1st, 1971 and shall continue in full force thereafter until modified or cancelled by either party upon thirty (30) days written notice. This agreement revokes any and all reciprocal agreements on this subject now in effect between the Province of Manitoba and the State of Oregon.

IN WITNESS WHEREOF, the Province of Manitoba and the State of Oregon, each acting by and through its duly authorized officials, have executed this agreement on the dates set below.

21 December 1970

STATE OF OREGON
Administrator
MOTOR VEHICLES DIVISION
Department of Transportation
Oregon

PROVINCE OF MANITOBA
Chairman
The Highway Traffic &
Motor Transport Board
Manitoba

"RECIPROCITY AGREEMENT" CONCERNING REGISTRATION FEE EXEMPTION OF MOTOR VEHICLES BETWEEN OREGON AND NEW BRUNSWICK (16 APRIL 1958, 22 APRIL 1958)
(DOCUMENT)

April 16, 1958.
Director,
Dept. of Motor Vehicles,
SALEM, Oregon.

Dear Sir:

I am enclosing the reciprocity agreement forwarded with your letter of April 7.

The Province of New Brunswick is in a position to approve this agreement with the exception of Section 5. You will note that this section refers to military or naval forces of the United States and you can appreciate that such a section would not apply to a province of Canada.

I am returning your agreement signed with the exception of Section 5 and I trust you will find this in order.

Yours very truly,
Registrar of Motor Vehicles.
Provincial Tax Branch
Department of Provincial Secretary-Treasurer
Fredericton, New Brunswick

April 22, 1958
Provincial Tax Branch
Department of Provincial Secretary-Treasurer
Fredericton, New Brunswick
Attention: Registrar of Motor Vehicles

456

Dear Sir:

We greatly appreciate the consideration you have given to our reciprocity agreement.

Your recommendation regarding Section V is reasonable and understandable. Accordingly, we have deleted this Section and are returning for your file a signed copy of the adjusted agreement.

Very truly yours,
Director
Department of Motor Vehicles
Salem, Oregon

RECIPROCITY AGREEMENT BETWEEN THE STATE OF OREGON AND NEW BRUNSWICK

Pursuant to the laws of the signatory states acting by and through their officials lawfully authorized to execute this Agreement, it is mutually agreed as follows:

I

Each of the states signatory below hereby grant exemption from vehicle license and registration fees to owners or persons entitled to the possession of or right to operate motor vehicles, trailers or semi-trailers which are properly registered or licensed in the other signatory state, and upon which evidence of current registration is conspicuously displayed, subject to limitations hereinafter provided.

II

Exemption shall apply only with respect to the vehicles of such owner or persons which were registered or licensed in their base state at the time such vehicles were registered for the current period.

III

Exemption shall apply to commercial vehicles only when operated in interstate commerce.

IV

(A) "Base state" means, in the case of a vehicle other than a commercial vehicle owned by an individual, the state of residence of such individual; in all other cases, the state from or in which the vehicle is most frequently dispatched, garaged, serviced, maintained, operated or otherwise controlled.

(B) "Commercial vehicle" means any vehicle 6,000 lbs. gross weight or over and any other vehicle used or maintained for the transportation of persons for hire, compensation, profit or in furtherance of a commercial enterprise, or any vehicle designed, used, or maintained primarily for the transportation of property or for drawing other vehicles so designed, used, or maintained.

VI

This Agreement shall not be construed to authorize the operation of vehicles upon the highways of either state contrary to any other provisions of law, safety rules, regulations, or requirements of fees or taxes other than registration fees or taxes.

VII

This Agreement shall rescind any such agreement heretofore entered into by the signatory states and shall continue in force until terminated after thirty (30) days notice in writing from either state to the other or until such time as legislation in either state shall require termination.
SIGNED for the state of Oregon this 21st day of April, 1958.

SIGNED for the Province of New Brunswick this 16 day of April 1958.

DOCUMENTATION FOR THE STATE OF PENNSYLVANIA

PENNSYLVANIA/TRANSPORTATION

"RECIPROCAL AGREEMENT" BETWEEN PENNSYLVANIA AND QUEBEC CONCERNING
MOTOR VEHICLE REGISTRATION AND FEE EXEMPTIONS (26 February 1973)
(DOCUMENT)

Pursuant to, and in conformity with, the laws of the State of Pennsylvania and the Province of Quebec, acting by and through their officials lawfully authorized to execute this agreement, do mutually agree, as follows:

It is hereby agreed that any vehicle legally registered in the State of Pennsylvania or the Province of Quebec may be operated within the reciprocating State or Province without registering such vehicle in, or paying any fee to, the reciprocating State or Province except as otherwise herein provided.

All understandings and agreements, oral or written, heretofore had or entered into between the parties, the effect of which was to grant reciprocity with respect to motor vehicles, are hereby mutually rescinded.

This agreement shall apply to vehicles properly registered and licensed in the State or Province of residence of the owner, or lessee, which vehicles operate exclusively on an interstate basis, as defined herein.

This agreement shall not affect any reciprocal agreement which either the State or the Province which are parties to this agreement may have or enter into with any other State or Province.

For the purpose of this agreement "interstate movement" shall mean commerce between states or transportation which originates in one State or Province and passes into or through other States or Provinces for delivery in a state other than the State or Province of origin. "Intrastate movement" shall mean commerce within the State or Province or transportation which originates within a State or Province for delivery in the same state regardless of route traversed.

This agreement shall apply to for hire carriers, but not to motor fuel tax laws of either State or Province, or to fees imposed by the regulatory commissions of either State or Province which cannot be waived and which are not, therefore, subject to reciprocity.

Nothing contained in this agreement shall be construed as relief from compliance with the insurance requirements or other filings required by the regulatory commissions or state departments of either State or Province; nor shall this agreement waive compliance with police measures such as weight and size requirements of vehicles imposed by the laws of either state. This agreement in no way affects compliance with the laws of the road in effect in either State or Province.

"Properly registered" as applied to the place of registration means:

1. The jurisdiction where the person registering the vehicle has his residence, or

2. In the case of a leased vehicle the jurisdiction in which it is registered if the enterprise in which such vehicle is used has a place of business therein, and if the vehicle is most frequently dispatched, garaged, serviced, maintained, operated or otherwise controlled in or from such place of business, and the owner has assigned or leased the vehicle to such place of business.

It is agreed and understood that each of the parties to this agreement shall retain the right to require the display of a permit, sticker, or other suitable means of identification as provided or deemed necessary by either State or Province.

Any violation of the provisions of this agreement shall result in the immediate cancellation of reciprocal privileges. Each State or Province entering this agreement may act unilaterally in denying reciprocal privileges to any particular nonresident.

This agreement shall continue in full force and effect from the effective date herein enumerated and shall be terminated only upon thirty (30) days written notice.

Entered into this 26th day of February, 1973.

Province of Quebec	State of Pennsylvania
By	By
Minister	Secretary
Department of Transport	Department of Transportation
Approved as to form and legality	
Deputy Attorney General	

DOCUMENTATION FOR THE STATE OF SOUTH CAROLINA

SOUTH CAROLINA/TRANSPORTATIONNEGOTIATIONS BETWEEN SOUTH CAROLINA AND ONTARIO CONCERNING "RECIPROCAL AGREEMENT" ON "UNRESTRICTED OPERATION OF LICENSED VEHICLES" (N.D.)
(DESCRIPTION)

As of the present time, South Carolina as well as other states within the United States is experiencing considerable difficulty in a negotiation of a reciprocal agreement with the Province of Ontario. South Carolina has been attempting over a period of many years to negotiate a similar type of arrangement such as now exists with Quebec, however, a negative response is offered by Ontario. There is no permitted operation of South Carolina licensed vehicles of any category in the Province of Ontario although South Carolina is still allowing unrestricted operation of Ontario licensed vehicles into and through South Carolina. This action on South Carolina's part has been continued with hopes that some type of arrangement might be worked out with Ontario, however, there is no indication at the present that this can be accomplished. Ontario maintains a complete interchange at the border and requires that all nonresident licensed carriers detach their trailers at the border and the trailers are not permitted to enter Ontario unless arrangements have been made for transportation of the units by an Ontario licensed tractor. South Carolina very strongly objects to this type of arrangement and unless some agreement is forthcoming within the very near future, South Carolina will have no alternative except to close our borders to all Ontario licensed carriers and prohibit any movement of such units through this jurisdiction. South Carolina is a bridge state in a strategic area between Ontario and Florida and the implementation of any such action as indicated above would be very detrimental to the Ontario trucking industry. This action South Carolina is trying to avoid, however, there appears to be no sentiment on the part of the Ontario authorities for consideration of the type of reciprocal agreement that will be acceptable to South Carolina. South Carolina does not have any reciprocal arrangements or agreements with the remainder of the Canadian Provinces. The activity of South Carolina's trucking industry is apparently limited to Quebec and Ontario and South Carolina has had no necessity or request on the part of our trucking industry with respect to operational agreements in the other provinces.

"RECIPROCITY ARRANGEMENT" BETWEEN SOUTH CAROLINA AND QUEBEC CONCERNING
LICENSING AND OPERATING OF COMMERCIAL VEHICLES INVOLVED IN INTERSTATE
MOVEMENT (31 MAY 1971) (DOCUMENT)

A RECIPROCITY ARRANGEMENT between the Province of Quebec and the State of South Carolina, whereby each Province and State grants to the other full reciprocity, subject to restrictions as set out herein, as to motor vehicles operated within the Province of Quebec and the State of South Carolina.

IT IS HEREBY AGREED that any legally registered resident, Public Service or Commercial Motor Vehicle of either the Province of Quebec or the State of South Carolina, while engaged in an interstate movement, but not while engaged in an intrastate movement between fixed termini in the Province or State granting reciprocity, shall be permitted to operate into the other Province or State on such interstate movements, on lawful business and on the same basis as permitted by the registration of its Province or State of domicile without the payment of motor vehicle privilege license fees of any kind, including registration fees, gross vehicle weight tax fees or itinerant trip permit fees, provided that such operation shall not be in violation of the laws of the Province or State extending such reciprocity. This Arrangement does not apply to the fees charged by either the Transportation Board of the Province of Quebec or the fees charged by the South Carolina Public Service Commission.

FOR THE PURPOSE of this agreement "interstate movement" shall mean commerce between states or transportation which originates in one State or Province and passes into or through other States and Provinces for delivery in a state other than the State or Province of origin. "Intrastate movement" shall mean commerce within the State or Province or transportation which originates within a State or Province for delivery in the same state regardless of route traversed.

IT IS AGREED that either party may terminate this arrangement by giving thirty days written notice to the other party. It is agreed that the authorized representatives of the Province and State will formulate regulations governing the issuance of permits and method of identification of the excepted vehicles provided for herein.

THIS ARRANGEMENT SHALL be in full force and effect on and after the 31st day of May, 1971.

PROVINCE OF QUEBEC
MINISTER OF THE DEPARTMENT OF
TRANSPORTATION AND COMMUNICATIONS

STATE OF SOUTH CAROLINA
DIRECTOR, MOTOR VEHICLE DIVISION
CHIEF HIGHWAY COMMISSIONER

DOCUMENTATION FOR THE STATE OF SOUTH DAKOTA

SOUTH DAKOTA / TRANSPORTATION**"RECIPROCITY ARRANGEMENT" CONCERNING MOTOR VEHICLE REGISTRATION FEES
BETWEEN SOUTH DAKOTA AND MANITOBA (1 MARCH 1964) (DOCUMENT)**

A RECIPROCITY ARRANGEMENT between the Province of MANITOBA and the STATE of South Dakota, whereby each Province and State grants to the other full reciprocity, subject to restrictions as set out herein, as to motor vehicles operated within the Province of MANITOBA and the State of South Dakota.

IT IS HEREBY AGREED that any legally registered resident, Public Service or Commercial Motor Vehicle of either the Province of MANITOBA or the State of South Dakota, while engaged in through or interstate commerce, but not operating for hire between fixed termini in the Province or State granting reciprocity, shall be permitted to operate into the other Province or State on such interstate operations, on lawful business and on the same basis as permitted by the registration of its Province or State of domicile without the payment of motor vehicle privilege license fees of any kind, including registration fees, license plate fees, compensation fees, ton mileage fees, gross vehicle weight tax fees, Public Utilities Commission fees, or itinerant trip permit fees, provided that such operation shall not be in violation of the laws of the Province or State extending such reciprocity.

THIS ARRANGEMENT shall not apply to motor fuel tax laws of either State or Province; nor shall this arrangement waive compliance with police measures such as weight and size requirements of vehicles imposed by the laws of either State or Province. This arrangement in no way effects compliance with the laws of the road in effect in either State or Province.

IT IS AGREED and understood that each of the parties to this agreement shall retain the right to require the display of a permit, sticker, or other suitable means of identification as provided or deemed necessary by either State or Province.

Any violation of the provisions of this arrangement shall result in the immediate cancellation of reciprocal privileges. Each State or Province entering this arrangement may act unilaterally in denying reciprocal privileges to any particular non-resident.

IT IS AGREED that either party may terminate this arrangement by giving thirty days written notice to the other party. It is agreed that the authorized representatives of the Province and State will formulate regulations governing the issuance of permits and method of identification of the excepted vehicles provided for herein.

THIS ARRANGEMENT shall be in full force and effect on and after the 1st day of March, 1964.

PROVINCE OF MANITOBA
Minister of Public Utilities

STATE OF SOUTH DAKOTA
Reciprocity Commission
Chairman
Vice-Chairman
Secretary
Manager, Proration & Reciprocity

"RECIPROCITY ARRANGEMENT" CONCERNING MOTOR VEHICLE REGISTRATION FEES
BETWEEN SOUTH DAKOTA AND SASKATCHEWAN (N.D.) (DOCUMENT)

A RECIPROCITY ARRANGEMENT between the Province of SASKATCHEWAN and the STATE of South Dakota, whereby each Province and State grants to the other full reciprocity, subject to restrictions as set out herein, as to motor vehicles operated within the Province of SASKATCHEWAN and the State of South Dakota.

IT IS HEREBY AGREED that any legally registered resident, Public Service or Commercial Motor Vehicle of either the Province of SASKATCHEWAN or the State of South Dakota, while engaged in through or interstate commerce, but not operating for hire between fixed termini in the Province or State granting reciprocity, shall be permitted to operate into the other Province or State on such interstate operations, on lawful business and on the same basis as permitted by the registration of its Province or State of domicile without the payment of motor vehicle privilege license fees of any kind, including registration fees, license plate fees, compensation fees, ton mileage fees, gross vehicle weight tax fees, Public Utilities Commission fees, or itinerant trip permit fees, provided that such operation shall not be in violation of the laws of the Province or State extending such reciprocity.

THIS ARRANGEMENT shall not apply to motor fuel tax laws of either State or Province; nor shall this arrangement waive compliance with police measures such as weight and size requirements of vehicles imposed by the laws of either State or Province. This arrangement in no way effects compliance with the laws of the road in effect in either State or Province.

IT IS AGREED and understood that each of the parties to this agreement shall retain the right to require the display of a permit, sticker, or other suitable means of identification as provided or deemed necessary by either State or Province.

Any violation of the provisions of this arrangement shall result in the immediate cancellation of reciprocal privileges. Each State or Province entering this arrangement may act unilaterally in denying reciprocal privileges to any particular non-resident.

IT IS AGREED that either party may terminate this arrangement by giving thirty days written notice to the other party. It is agreed that the authorized representatives of the Province and State will formulate regulations governing the issuance of permits and method of identification of the excepted vehicles provided for herein.

THIS ARRANGEMENT shall be in full force and effect on and after the _____ day of _____, 1965.

PROVINCE OF SASKATCHEWAN
OFFICIALS

STATE OF SOUTH DAKOTA
RECIPROCITY COMMISSION

DOCUMENTATION FOR THE STATE OF TEXAS

TEXAS/TRANSPORTATION**"LETTER AGREEMENT ON STUDENT RECIPROCITY" BETWEEN TEXAS AND NOVA SCOTIA" (26 JULY 1971) (DOCUMENT)**

July 26, 1971; Director
 Motor Vehicle Division
 40th & Jackson Avenue
 Austin, Texas 78703

RE: Non-Resident Students

Dear Sir:

The following special consideration is now being extended by the Province of Nova Scotia to a non-resident driver and vehicle owner residing temporarily in this Province by reason of attending an educational institution as a full-time student.

Upon furnishing correspondence to the Registrar of Motor Vehicles from the educational institution being attended, certifying that he is a full-time student thereof and indicating the period enrolled therein,

- (a) a DRIVER'S LICENSE will be exchanged for a valid out-of-province driver's license without fee or examination.
- (b) Nova Scotia PLATES AND PERMIT will be provided in exchange for valid out-of-province Plates and Permit without fee.

Normal registration fees would apply in respect of any renewal of Nova Scotia registration thereafter subject to normal considerations of refund in this jurisdiction which might apply if later relinquished.

Any license, plates and permit exchanged pursuant to the foregoing would be returned by this Department directly to the home province, state or territory of the student concerned.

Yours very truly,

Please advise this office concerning any existing consideration accorded or proposed for students from Nova Scotia attending educational institutions **in your jurisdiction**.

REGISTRAR OF MOTOR VEHICLES
 Department of Highways

"NONRESIDENT RECIPROCITY IN DRIVER LICENSING" BETWEEN TEXAS AND CANADIAN PROVINCES (N.D.) (DOCUMENT)

Article 66876
TEXAS MOTOR VEHICLE LAWS

Sec. 3. What persons are exempt from license -- The following persons are exempt from license hereunder:

1. Every person in the service of the United States when operating an official motor vehicle in such service;
2. Any person while driving or operating any road machine, farm tractor, or implement of husbandry temporarily operated or moved on a highway, and while driving or operating any commercial motor vehicle temporarily on the highway in an emergency;
3. A nonresident who is at least sixteen (16) years of age and who has in his immediate possession a valid operator's license issued to him in his home state may operate a motor vehicle in this State only as an operator;

4. Any nonresident who is at least eighteen (18) years of age and who has in his immediate possession a valid operator's license, chauffeur's license, commercial operator's license or similar license issued to him by his home state shall not be required to secure such license under this Act, provided the state or country of his residence likewise recognizes such license issued by the State of Texas and exempts the holders thereof from securing such licenses from such foreign state or country. The purpose of this section is to extend full reciprocity to citizens of other states and foreign countries which extend like privileges to citizens of the State of Texas.

"RECIPROCITY AGREEMENT" BETWEEN TEXAS AND MANITOBA ON MOTOR VEHICLES (1 SEPTEMBER, 1970) (DOCUMENT)

WHEREAS, it is deemed desirable by the parties of this agreement that the free flow of commerce between the States by vehicles be encouraged; NOW, THEREFORE, pursuant to and in conformity with the laws of their respective States, the Contracting States, acting by and through their lawfully authorized officials to execute this Agreement, do mutually agree as follows:

ARTICLE I

DEFINITIONS: The following words and phrases, when used in this Agreement, shall have the meaning ascribed to them in this Article:

1. Administrator: Administrator shall mean the State Official or State Agency authorized by law to execute reciprocity agreements on behalf of the Contracting State.
2. Interstate Operations: Interstate operations shall mean the movement of vehicles in transporting persons or property from a place or point in one state to a place or point in another state, provided such movement does not fall within the definition of interstate operations as set forth in paragraph 3 below.
3. Intrastate Operations: Intrastate operations shall mean the movement of vehicles in transporting persons or property solely within the boundaries of one state; and such definition shall also include each movement of vehicles in which persons or property are placed on the vehicle or combination of vehicles at a point in one state for delivery (or unloading) at another point or place within the same state, regardless of the route(s) or state line(s) traversed.
4. Lessee: Lessee shall mean every person who leases a vehicle and has the legal possession, use and control of such vehicle.
5. Lessor: Lessor shall mean every person who owns and has legal title to a vehicle and leases said vehicle to a lessee, as defined above.
6. Person: Person shall include every natural person, firm, co-partnership, joint venture, association, corporation, estate, trust, business trust, or any other commercial entity.
7. Base of Vehicle: Base of vehicle shall mean the place, location or terminal from which the vehicle operates or is dispatched and to which it normally returns; and whenever a vehicle based in one of the Contracting States operates from a base in another state for a period of 30 days, such vehicle shall be deemed to have changed its base for registration purposes, provided said vehicle did not return to its former base in the Contracting State within the stipulated 30 day period.
8. Resident: The term resident shall include every person who resides in one of the Contracting States:
 - (a) If the person is a firm, co-partnership, or association whose

principal place of business is in one of the Contracting States, such person is deemed a resident of such Contracting State for registration purposes.

- (b) The person incorporated in a state other than one of the Contracting States but who has his principal place of business in one of the Contracting States shall be considered a resident of the state in which the principal place of business is located and a person who has a place of business where vehicles are based, housed, or dispatched shall also be considered a resident of the state in which such place of business is located; and, if a person is incorporated in either Contracting State with his principal place of business in a state other than the Contracting State but also maintains and/or operates a terminal or plant in either or both Contracting States, those vehicles based or located at such terminal or plant shall be considered as owned by a resident of the state where such terminal or plant is located.
- (c) If the person has a principal place of business in each of the Contracting States, those vehicles based at such place of business will be considered as owned by a resident of the state where such vehicles are based, housed, or dispatched, and questions regarding a vehicle's base in either state shall be mutually resolved by the reciprocity officials of each state; provided, however, that a vehicle's leaving its base in one of the Contracting States for an extended period of time without establishing a base in any other state shall not constitute cause for the other Contracting State to refuse reciprocity to such vehicle.

9. Nonresident:

A nonresident is every person who is not a resident within the definition as set out in paragraph 8 above.

10. Reciprocity:

Reciprocity entitles a vehicle which is properly registered and licensed in a Contracting State to be exempt from registration and licensing in the other Contracting State for the purpose of engaging in interstate operations as set out in paragraph 2 above.

ARTICLE II

It is the purpose of this Agreement to grant reciprocity to residents of the Contracting States in the use and operation of commercial vehicles engaged in interstate operations and to passenger cars subject to all of the provisions, conditions, and exceptions set out in this Agreement.

ARTICLE III

GENERAL PROVISIONS:

1. All understandings and agreements, oral or written, heretofore had or entered into between the Contracting States, the effect of which was to grant reciprocity with respect to motor vehicles, are hereby mutually rescinded.
2. This Agreement shall not affect any reciprocal agreement which either of the Contracting States may have or enters into with any other State, Province, or Jurisdiction.
3. This Agreement does not apply to motor fuel laws or use tax laws and does not waive any fees or taxes, other than registration fees, charged or levied by either State in connection with the ownership or operation of vehicles.

4. This Agreement shall not extend to nonresidents in the operation of commercial vehicles on "limited", "local", or "mileage" registrations and weight fees or license plates whereunder the license or registration to operate the vehicle is limited geographically or mileagewise.
5. A vehicle which is the subject of a lease must be registered in the State of residence of the lessee, subject to the provisions of Article I, paragraphs 7 and 8 of this Agreement.
6. This Agreement shall not waive compliance with the insurance requirements or other filings required by either State; and it shall not relieve any vehicle or the operator thereof from meeting required standards of all safety and traffic laws, rules, and regulations of the Contracting States, including but not limited to weight and size requirements of vehicles.
7. Special temporary permits issued by a Contracting State to its residents in lieu of regular registration shall be honored by the other Contracting State, subject to the provisions of paragraph 6 above.
8. Reciprocity shall not be granted any person as to vehicles engaged in intrastate operations as defined in Article I, paragraph 3 of this Agreement; and reciprocity shall not be granted to any person as to vehicles engaged in the pick up and delivery of commodities or merchandise wholly within the confines of one of the Contracting States.
9. Private passenger automobiles, not operated for hire, that are legally licensed in the State of which the owner is a legal resident shall be granted full reciprocity in the lawful use of the highways of both States, provided, however, the establishment of a domicile or business, or becoming gainfully employed within the reciprocating State (non-resident State) shall be deemed the establishment of residence within said State and such establishment of residence within said State shall require the operator to obtain immediate registration therein. It is further provided that salesmen using vehicles to transport or deliver merchandise shall not be granted reciprocal privileges.
10. Owners or operators of motor buses operating interstate on fixed schedules and transporting persons for compensation or for hire shall prorate the license fees in proportion to the total miles travelled in each State, and all miles travelled by such buses operated under charter shall be included for the purpose of prorating such license fees. Full reciprocity is granted to chartered buses that are properly registered in either of the Contracting States pursuant to the provisions of Article I, paragraphs 7 and 8.
11. Reciprocity shall be granted to licensed Dealers and Manufacturers properly registered in their resident State to travel over the public highways of either State, provided that such travel is limited to vehicles owned by such Dealers and Manufacturers and that such vehicles shall bear a Dealer's or Manufacturer's metal license plate issued by the Dealer's or Manufacturer's resident State; and, provided further, that a licensed Dealer or Manufacturer of either of the Contracting States may use a Dealer's license or insignia provided for under the laws of the Dealer's or Manufacturer's home State to drive or tow vehicles to his resident State after purchasing same in the nonresident State, or to drive or tow vehicles purchased in his home State to points of sale in the nonresident State; and, it is further provided, that a retail purchaser may display on a vehicle he purchases in the nonresident State an appropriate insignia issued by the licensed Dealer from whom the non-

resident obtained the vehicle for the purpose of conveying the vehicle to his home State. Reciprocity shall not be granted to commercial vehicles, trailers, or semitrailers, displaying any type of Dealer's license or insignia when such commercial vehicle, trailer or semitrailer is transporting a load.

12. Each of the Contracting States shall retain the right to require the display of a permit, sticker, or other suitable means of identification as provided or deemed necessary by either State as evidence of the privilege of reciprocity.
13. Each Contracting State may act unilaterally in denying reciprocal privileges to any particular nonresident; however, the Administrator shall immediately give notice of any such withdrawal of benefits or privileges to the Administrator of the other Contracting State.
14. The Administrator of each of the Contracting States shall, within the statutory authority of such Administrator, cooperate with the Administrator of the other Contracting State and hereby agrees to furnish such aid and assistance to the other as will aid in the proper enforcement of this Agreement.
15. The Administrator of each of the Contracting States, shall, within the statutory authority of such Administrator, make any information obtained upon an audit of the records of any applicant for benefits under this Agreement available to the Administrator of the other Contracting State.
16. This Agreement shall continue in full force and effect from the effective date herein specified and shall be terminated by one of the Contracting States only upon sixty (60) days written notice to the Administrator of the other Contracting State.

IN WITNESS WHEREOF THE PROVINCE of Manitoba and the State of Texas, acting by and through their duly authorized officials, have executed this Agreement.

STATE OF TEXAS

State Highway Engineer
Texas Highway Department

Director
Motor Vehicle Division
Texas Highway Department

PROVINCE OF MANITOBA

Chairman
The Highway Traffic & Motor
Transport Board

Manitoba

RECIPROCITY AGREEMENT BETWEEN TEXAS AND ONTARIO ON MOTOR VEHICLES
(12 SEPTEMBER 1966) (DOCUMENT)

The following exemptions from the payment of license fees for vehicles owned and operated by residents of the Province of Ontario, Canada, and operated on the public highways of the State of Texas are hereby granted in accordance with the laws of the State of Texas (R.C.S. 6675a-16), with the laws of the State of Texas (R.C.S. 6675a-16).

a) Passenger Vehicles & Motorcycles

Full reciprocity while in the status of a visitor. Establishment of residence, domicile, or entering into gainful employment within this State requires immediate Texas registration.

b) Hearse or Ambulance

Same as Passenger Vehicle.

c) Motorized Mobile Homes (House Cars). Mobile Homes (House Trailers), Utility Trailers and Camper Trailers.

Same as Passenger Vehicle.

d) Buses.

Full reciprocity for chartered buses only.

e) Commercial Vehicles

Reciprocity limited to vehicles having a gross weight of 6,000 pounds or less and used in interstate operations. Such weight limitations shall not apply to pick-up trucks upon which are mounted camper units designed, equipped and used exclusively for living accomodations. Establishment of residence, domicile, or gainful employment requires immediate registration.

f) Trailer or Semi-Trailers

No reciprocity.

The above exemptions apply only to vehicles properly registered in the Province of Ontario.

Effective Date Sept. 12, 1966

DIRECTOR, MOTOR VEHICLE DIVISION
State Highway Department.

Approved by: State Highway Engineer.

"REGISTRATION RECIPROCITY AGREEMENT" BETWEEN TEXAS AND ALBERTA ON
MOTOR VEHICLES. (19 DECEMBER 1973) (DOCUMENT)

ARTICLE I. PURPOSE AND PRINCIPLE

- Sec. 1. It is the purpose of this reciprocity agreement to exempt residents of one jurisdiction, party to this agreement, from the payment of that portion of registration fees representing miles traveled in the reciprocating jurisdiction party to this agreement, upon the condition that such reciprocating jurisdiction grants the same exemptions, and provided further such reciprocal registration exemptions shall hereinafter be referred to as "Proportional or Prorational Registration."
- Sec. 2. Further, it is the purpose of this agreement to grant full reciprocity to non-commercial vehicles and full reciprocity (limited to interstate vehicle movements only) to those commercial vehicles not otherwise qualified to apportion their registration fees as herein provided for fleet vehicles.

ARTICLE II. DEFINITIONS

- Sec. 10. Jurisdiction. Jurisdiction shall mean the State of Texas or the Province of Alberta.
- Sec. 11. Contracting Jurisdiction. Contracting Jurisdiction shall mean a Jurisdiction which is a party to this agreement.
- Sec. 12. Administrator. Administrator shall mean the official agency of a Jurisdiction administering the registration and reciprocity laws in that Jurisdiction.
- Sec. 13. Person. Person shall include any individual, firm, co-partnership, joint venture, association, corporation, estate, trust, business trust, receiver, syndicate, or any other group or combination acting as a unit.
- Sec. 14. Base Jurisdiction. Base Jurisdiction shall mean with respect to a vehicle:
- (a) In the case of a commercial vehicle, the Jurisdiction from or in which the vehicle is most frequently dispatched, garaged, serviced, maintained, operated, or otherwise controlled, or also in the case of a fleet vehicle the Jurisdiction to which it is allocated for registration under statutory requirements.
- (b) In the case of a vehicle other than a commercial vehicle owned by an individual, the Jurisdiction of legal domicile of such individual.
- (c) In the case of a vehicle other than a commercial vehicle owned by a person other than an individual, or owned by an individual who has no legal domicile, the Jurisdiction from or in which the vehicle is most frequently dispatched, garaged, serviced, maintained, operated, or otherwise controlled.

In order that this section may not be used for the purpose of evasion of registration fees, the administrators of the contracting Jurisdictions may make the final decision as to the proper base Jurisdiction, in accordance with Section 37 hereof, to prevent or avoid such evasion.

- Sec. 15. Commercial Vehicle. Commercial vehicle shall mean any motor vehicle, except recreational vehicles, having a gross weight in excess of 12,000 pounds and other vehicles regardless of weight used or maintained for the transportation of persons for hire, compensation, profit, or in furtherance of a commercial enterprise, or any vehicle designed, used, or maintained primarily for the transportation of property or for drawing other vehicles so designed, used or maintained.
- Sec. 16. Fleet. Fleet shall include only those commercial vehicles which actually travel a portion of their total miles in either contracting Jurisdiction. A fleet must include three (3) or more commercial vehicles, at least two (2) of which are power units.
- Sec. 17. Registration. Registration shall mean the registration of a vehicle and the payment of annual fees and taxes as set forth opposite the name of each contracting Jurisdiction in the Appendix hereto.
- Sec. 18. Proration or Apportionment of Registration. Proration or apportionment of registration shall mean registration of fleets of commercial vehicles in accordance with Article 4 of this agreement.
- Sec. 19. Full Reciprocity. Full reciprocity shall mean that each contracting Jurisdiction, to the extent provided in this agreement, exempts a vehicle from registration and the registration fees set forth in Section 17 and the Appendix.
- Sec. 20. Recreational Vehicle. "Recreational Vehicle" as used in this agreement is one used for personal pleasure or travel by an individual or his family and not used in connection with any business endeavor.

ARTICLE 3. GENERAL PROVISIONS

- Sec. 30. Effect on Other Agreements, Arrangements, and Understandings. On and after its effective date, this agreement shall supersede any reciprocal or other agreement, arrangement, or understanding between the Jurisdictions of Alberta and Texas covering, in whole or in part, any of the matters covered by this agreement; but this agreement shall not affect any reciprocal or other agreement, arrangement, or understanding between a contracting Jurisdiction and a Jurisdiction not a party to this agreement.
- Sec. 31. Applicability to Exempt Vehicles. This agreement shall not require registration in a contracting Jurisdiction of any

- vehicles which are in whole or part exempt from registration under the laws or regulations of such Jurisdiction without respect to this agreement.
- Sec. 32. Other Fees and Taxes. This agreement does not waive any fees or taxes charged or levied by either Jurisdiction in connection with the ownership or operation of vehicles other than registration fees as defined herein. All other fees and taxes shall be paid to each Jurisdiction in accordance with the laws thereof.
- Sec. 33. Statutory Vehicle Regulations. This agreement shall not authorize the operation of a vehicle in either contracting Jurisdiction contrary to the laws or regulations thereof, except those pertaining to registration and payment of fees; and with respect to such laws or regulations, only to the extent provided in this agreement.
- Sec. 34. Violations. Each contracting Jurisdiction reserves the right to withdraw, by order of the administrator thereof, all or any part of the benefits or privileges granted pursuant to this agreement from the owner of any vehicle or fleet or vehicles operated in violation of any provision of this agreement. The administrator shall immediately give notice of any such violation and withdrawal of any such benefits or privileges to the administrator of the other contracting Jurisdiction in which vehicles of such owner are operated.
- Sec. 35. Cooperation. The administrator of each of the contracting Jurisdictions shall cooperate with the administrator of the other within its statutory authority as will aid in the proper enforcement of this agreement.
- Sec. 36. Interpretation. The final decision regarding interpretation of questions at issue relating to this agreement shall be reached by joint action of the contracting Jurisdictions, acting through the administrator thereof, and shall upon determination be placed in writing.
- Sec. 37. Amendment. This agreement may be amended by joint action of the contracting Jurisdictions, acting through the officials thereof authorized to enter into this agreement. Any amendment shall be placed in writing and become a part hereof.
- Sec. 38. Effect of Headings. Article and section headings contained herein shall not be deemed to govern, limit, modify, or in any manner affect the scope, meaning, or intent of the provisions of any article or section hereof.

ARTICLE 4. PRORATION OF REGISTRATION.

- Sec. 50. Applicability. Any owner of a fleet may register the vehicles of said fleet in any contracting Jurisdiction by paying to said Jurisdiction total registration fees in an amount equal to that obtained by applying the proportion

of in-jurisdiction fleet miles divided by the total fleet miles, to the total fees which would otherwise be required for regular registration of each and all of such vehicles in each contracting Jurisdiction.

All fleet pro-rate registration fees shall be based upon the mileage proportions of the fleet during the period of twelve months ending on August 31 next preceding the commencement of the registration year for which registration is sought except that mileage proportions for a fleet not operated during such period in the Jurisdiction where application for registration is made will be determined by the administrator upon the sworn application of the applicant showing the operations during such period in other Jurisdictions and the estimated operations, during the registration year for which registration is sought, in the Jurisdiction in which application is being made; or if no operations were conducted during such period a full statement of the proposed method of operation.

If the administrator of either Jurisdiction determines, based on the method of the operation thereof, that the inclusion of a vehicle or vehicles as a part of a fleet would adversely affect the proper fleet fee which should be paid his Jurisdiction, having due regard for fairness and equity, he may refuse to permit any or all of such vehicles to be included in his Jurisdiction as a part of such fleet.

Sec. 51.

Determination of Number of Vehicles in a Fleet. In determining the number of commercial vehicles in a fleet for the purposes of proration or apportionment of registration, each individual unit of a combination of vehicles shall be counted as one vehicle.

Sec. 52.

Total Fleet Miles. Total fleet miles, with respect to each contracting Jurisdiction, shall mean the total miles operated by the fleet (1) in such Jurisdiction, (2) in the other co-contracting Jurisdiction, (3) in other Jurisdictions having proportionate registration provisions, (4) in Jurisdictions with which such contracting Jurisdiction has reciprocity, and (5) in such other Jurisdictions as the administrator determines should be included under the circumstances in order to protect or promote the interest of his Jurisdiction; except that if either Jurisdiction has laws requiring proration on the basis of a different determination of total fleet miles, total fleet miles shall be determined on such basis.

Sec. 53.

Leased Vehicles. If a commercial vehicle is operated by a person other than the owner as a part of a fleet which is subject to the provisions of this article, then the operator of such fleet shall be deemed to be the owner of said vehicle for the purposes of this article.

- Sec. 54. Extent of Privilege. Upon the registration of a fleet in a contracting Jurisdiction pursuant to this article, each vehicle in the fleet may be operated in both interstate and intrastate operations in such Jurisdiction (except as provided in Sec. 33).
- Sec. 55. Application for Proration. The application for proration or apportionment of registration shall be made in each contracting Jurisdiction upon substantially the application forms and supplements thereto appended to this agreement as Exhibit I and made a part hereof.
- Sec. 56. Issuance of Identification. Upon registration of a fleet, the Jurisdiction which is the base Jurisdiction of a particular vehicle of the fleet, shall issue the required license plates and registration card for such vehicle, and the other contracting Jurisdiction in which the fleet (of which such vehicle is a part) operates shall issue a special identification which shall be evidence that such vehicle is a part of a fleet which has fully complied with the registration requirements of such Jurisdiction. The required license plates, registration cards and identification shall be appropriately displayed in the manner required by the administrator of each respective Jurisdiction.
- Sec. 57. Additions to Fleet. If any vehicle is added to a prorated or apportioned fleet after the filing of the original application, the owner shall file a supplemental application in accordance with the instructions. The owner shall register such vehicle in each contracting Jurisdiction in like manner as provided for vehicles listed in an original application and the registration fee payable shall be determined on the mileage payable for vehicles registered under the original application.
- Sec. 58. Withdrawals from Fleet. If any vehicle is withdrawn from a prorated fleet during the period for which it is registered or identified, the owner shall notify the administrator of both Jurisdictions in which it is registered or identified of such withdrawal and shall return the plates and registration card or identification as may be required by each administrator.
- Sec. 59. Audits. The administrator of each contracting Jurisdiction shall, within the statutory authority of such administrator, make any information obtained upon an audit of records of any applicant for proration of registration available to the administrator of the other contracting Jurisdiction.
- Sec. 60. Errors in Registration. If it is determined by the administrator of a contracting Jurisdiction, as a result of such audits or otherwise, that an improper fee has been paid his Jurisdiction, or errors in registration found, the administrator may require the fleet owner to make the necessary corrections in the registration of his fleet and payment of fees.

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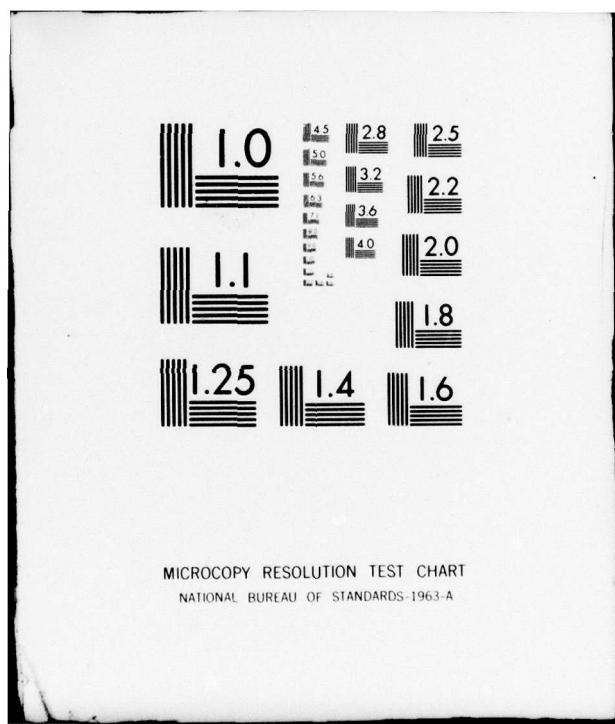
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ARTICLE 5. RECIPROCITY

- Sec. 70. Grant of Reciprocity. Each of the contracting Jurisdictions grants reciprocity as provided in this article.
- Sec. 71. Applicability. The provisions of this agreement with respect to reciprocity shall apply only to a vehicle properly registered in the base Jurisdiction of the vehicle, which Jurisdiction must be a contracting Jurisdiction.
- Sec. 72. Non-Applicability to Fleet Vehicles. The reciprocity granted pursuant to this article shall not apply to a vehicle which is entitled to be registered or identified as part of a prorated fleet.
- Sec. 73. Extent of Full Reciprocity. The full reciprocity granted pursuant to this article shall permit both interstate and intrastate operation of a vehicle which is not a commercial vehicle. The reciprocity granted pursuant to this article shall permit the interstate operation only of a commercial vehicle.
- Sec. 74. Other Agreements. Nothing in this agreement shall be construed to prohibit either of the contracting Jurisdictions from entering into separate agreements with each other for the granting of temporary permits for the intrastate operation of vehicles registered in the other Jurisdiction; nor to prevent either of the contracting Jurisdictions from entering into agreements to grant reciprocity for intrastate operation within any zone or zones agreed upon by the Jurisdictions.
- Sec. 75. Establishment of New Residence. Whenever an individual who is the owner of a non-commercial vehicle granted full reciprocity pursuant to this agreement establishes domicile or enters into gainful employment during the registration period in the other contracting Jurisdiction, he shall be required to register his vehicle in such Jurisdiction within a period of 30 days thereafter.

ARTICLE 6. EFFECTIVE DATE. CANCELLATION OR REVOCATION.

- Sec. 90. Effective Date. This agreement shall become effective with the 1974 Registration Year of the contracting jurisdictions; provided, however, that current 1973 registrations issued by either of the contracting jurisdictions shall be honored until the expiration thereof.
- Sec. 91. Cancellation or Revocation. This agreement shall continue in full force thereafter until cancelled or revoked by the official or officials of either contracting Jurisdiction authorized to enter into this agreement, upon 30 days written notice to the corresponding officials of the other contracting Jurisdiction.

STATE OF TEXAS
 TEXAS HIGHWAY DEPARTMENT
 STATE HIGHWAY ENGINEER
 RE: DIRECTOR
 MOTOR VEHICLE DIVISION
 Date: December 19, 1973

PROVINCE OF ALBERTA

APPENDIX

STATE OF TEXAS

The fees and taxes to be prorated or reciprocated and the restrictions, limitations or conditions of acceptance by the State of Texas are as follows:

Fees and taxes:

1. Vehicle License Fee - VCS 6675a-6, VCS 6675a-6 1/2,
VCS 6675a-8, VCS 6675a-8a,
VCS 6675a-8c

Restrictions:

Texas exempts from the provisions of this agreement:
Semi-trailers, recreational vehicles, vehicles displaying restricted plates, city pick-up and delivery vehicles and government-owned vehicles.

Limitations:

Non-fleet commercial vehicles as defined herein shall be granted full reciprocity for interstate vehicle movements only - provided reciprocity cab cards are obtained prior to such operation.

In lieu of the requirement that an Alberta commercial vehicle either prorate as a fleet or secure a reciprocity cab card, the owner of such vehicle may purchase 72 hour registration for a fee of \$10.00 (\$10.00 for tractor and \$10.00 for each trailer or semi-trailer) provided such vehicle has not been apprehended..

TEXAS/UNCLASSIFIED/GENERAL

"UNWRITTEN OPERATING AGREEMENT" BETWEEN TEXAS AND CANADIAN PROVINCES ON CIVIL SERVICE EXAMINATIONS (N.D.) (DESCRIPTION)

"Merit System and Civil Service agencies in the United States and Canada have for the last fifty years or more had a more-or-less 'unwritten operating agreement' to give tests for each other as a professional courtesy to applicants in their immediate areas, that is, if some Canadian province, city, or other subdivision would have a candidate for any office in their jurisdiction who lived in any Texas city, we would give the test for them at our nearest point as a courtesy and without charge. Likewise, we have sent tests to Canada cities and provinces for many years, and they have administered these for us under our direction and returned them. This practice has been very successful and an excellent service to all the citizens in order that they might make application to places where they do not live but where they would like to move for the purposes of employment. In the last two or three years, we have been receiving so many applications that this practice has naturally decreased. We have discontinued our out of State examinations, and it seems that probably most other places and Canada have also done this, because we have not had requests recently."

DOCUMENTATION FOR THE STATE OF VERMONT

VERMONT/NATURAL RESOURCES

COOPERATION AND EXCHANGE OF IDEAS IN "FOREST INSECT AND DISEASE MANAGEMENT" BETWEEN VERMONT AND ONTARIO, QUEBEC, NEW BRUNSWICK, NOVA SCOTIA, PRINCE EDWARD ISLAND, AND NEWFOUNDLAND THROUGH THE NORTHEASTERN FOREST PEST COUNCIL (JUNE 1939) (DOCUMENT MARCH 1972)

NORTHEASTERN FOREST PEST COUNCIL

CONSTITUTION

Revision effective March, 1972

TITLE	Northeastern Forest Pest Council
PURPOSE	<ul style="list-style-type: none"> 1. To promote a better understanding, coordination, and cooperation between all agencies interested in forest pest research and control. 2. To encourage the inclusion of pest control as an integral part of forest management. 3. To serve as a clearing house for information on forest pest research and control. 4. To support desirable control and research as well as control procedures before decision-making agencies.
GEOGRAPHICAL AREA	THE COUNCIL MEMBERSHIP The New England States, New York, New Jersey, Pennsylvania and eastern Canada (Provinces of Ontario, Quebec, New Brunswick, Nova Scotia, Prince Edward Island and Newfoundland).
QUALIFICATIONS	Forest entomologists, forest pathologists, foresters, forest pest control regulatory officials, representatives of timberland owners and others with related concerns.
DELEGATES AND MEMBERS	Not more than five delegates shall be appointed from each of the member states and provinces (See also Delegates-at-Large and Honorary Delegates). Membership is extended to all who register at a meeting of the Council.
APPOINTMENT	The State Forester (or the equivalent officer) and the Director General of the Canadian Forestry Service shall designate the delegate from the respective states and Canada. The Chairman shall, at the time of his election and reelection request from these appointing officers the roster of appointees to the Council.
DELEGATES-AT-LARGE	Seven Delegates-at-large who meet the above qualifications, and work in the defined geographic area may be chosen as indicated under the section "Executive Committee". In addition, the chairmen of the New England, New York, and Allegheny Sections of the S.A.F. shall be ex-officio delegates. Former delegates who have retired from active service may be voted Honorary Delegates by the Executive Committee
HONORARY DELEGATES	COUNCIL OFFICERS
TITLES AND DUTIES	Chairman: elected for a term of two years, to call and preside at meetings and provide general supervision over the activities of the council.

Vice-Chairman: elected for a term of two years, concurrent with that of the Chairman to aid the Chairman in the conduct of Council business and to fill the office in his absence.

Secretary-Treasurer: elected in alternate years for a term of two years, whose duties shall be those customarily associated with these offices.

The terms of the officers shall become effective immediately upon the close of the meeting at which they were elected.

COUNCIL EXECUTIVE COMMITTEE

COMPOSITION AND DUTIES An Executive Committee composed of not more than fifteen members, as follows: The Chairman, Vice-Chairman, and Secretary-Treasurer, and not more than 10 other Council members appointed by the Chairman, so as to include at least one member from each state and from eastern Canada. This group shall choose Delegates-at-large of whom two shall then be appointed to the Executive Committee by the Chairman. The functions of this committee shall be to aid the Chairman and to act for the whole Council when it so authorizes or when immediate action is necessary under unforeseen circumstances.

FISCAL YEAR

DUES The fiscal year shall coincide with the calendar year. Dues of twenty-five (25) dollars per year shall be charged to each of the member States and eastern Canada.

MEETINGS

WINTER MEETING One winter meeting, convenient of location, and adequate and acceptable of accommodations shall be scheduled annually for the purposes of - -

1. The presentation of formal papers admixed with informal discussion and comment; and
2. the conduct of the Council's annual business meeting. In the event that a delegate cannot attend a meeting of the Council, it is both proper and desirable that he send a substitute who shall have authority to act for him.

SUMMER MEETING A summer meeting annually, to observe field conditions of interest to the Council, may be scheduled by the Executive Committee.

AMENDMENTS

Amendments to this Constitution may be effectuated at a Council Business Meeting, by a two-thirds favorable vote of the responding Council members.

VERMONT / TRANSPORTATION

"MIRROR-TYPE" RECIPROCITY BETWEEN VERMONT AND CANADIAN PROVINCES CONCERNING MOTOR TRUCK HIGHWAY USE PERMITS AND TRIP FEES (N.D.) (DOCUMENT: VERMONT STATUTES)

Subchapter 3. Nonresident and Zone Registration

415. Motor Truck permits

In addition to any other provision of law relating to registration of motor vehicles, or fees paid therefor, a person owning or operating a motor truck, as defined in section 420 of this title, upon the highways of the state, which is not registered in this state, shall apply to the commissioner of motor vehicles for a highway use permit for each such motor truck to be so operated. Application shall be made upon a form prescribed by such commissioner and shall set forth such information as the commissioner may require. The application shall be accompanied by a permit fee of \$20.00 for each motor truck listed in the application. The commissioner shall issue a permit and an identification tag, plate or sticker for each such motor truck, which tag, plate or sticker shall be of such size and design and contain such information as the commissioner shall prescribe. Any such permit and tag, plate or sticker shall become void on October 1 next following the date of issue. Such permits shall be carried in the motor truck and the tag, plate or sticker shall be affixed to said motor truck and at all times be visible and legible. For emergency purposes, the commissioner may by telegram, identifying the motor truck, authorize its operation without the attachment of a tag, plate or sticker for a period not to exceed seven days from the date of issue of the permit. The telegram must be kept with the truck while being so operated.—Amended 1969, No. 214 (Adj. Sess.), eff. March 25, 1970; 1971, No. 226 (Adj. Sess.), #1.

1971 (Adj. Sess.) amendment, Increased fee.
#415a. Single trip permit

The commissioner may issue a single trip permit, authorizing operation for one trip into the state of Vermont without the attachment of a tag, plate or sticker for a period not to exceed seven days from date of issue of the permit. Single trip authorization must be kept with the truck while being so operated. The total cost of the permit and trip shall be \$20.00 payable in advance.—Added 1971, No. 226 (Adj. Sess.), #2.

#416. —Suspension and revocation

The commissioner, for cause, may deny a permit, or suspend or revoke any permit issued by him. Hearings on any action by the commissioner under this section may be had pursuant to the provisions of sections 105-107 of this title.

#417. Additional tax, fee or toll

In addition to the permit fee provided by sections 415-421 of this title, a person operating a motor truck on the highways of this state, which truck is registered in a state or province which imposes upon motor trucks registered in this state a tax, fee or toll for the privilege of operating such truck upon the highways of such state or province, which is in addition to any tax, fee or toll imposed upon gasoline or other motor fuel purchased within such state or province, shall pay a fee of \$10.00 for each entry into the state, in lieu of a tax computed and applied in the same manner as the tax,

fee or toll of such other state or province so long as such tax, fee or toll imposed by such other state or province shall remain in force.—
Amended 1971, No. 226 (Adj. Sess.), #3.

1971 (Adj. Sess.) amendment. Increased fee.

"MIRROR-TYPE" RECIPROCITY BETWEEN VERMONT AND CANADIAN PROVINCES CONCERNING
MOTOR VEHICLE OPERATORS LICENSES, REGISTRATION OF VEHICLES, ETC. (N.D.)
(DOCUMENT: VERMONT STATUTES)

Subchapter 3. Nonresident and Zone Registration

401. Reciprocal provisions

As determined by the commissioner of motor vehicles, a motor vehicle owned by a nonresident, shall be considered as registered and a nonresident operator shall be considered as licensed in this state, if the nonresident owner or operator has complied with the laws of the foreign country or state of his residence relative to the registration of motor vehicles and the granting of operators' licenses. Any exemptions provided in this section shall, however, be operative as to an owner or operator of a motor vehicle only to the extent that under the laws of the foreign country or state of his residence like exemptions and privileges are granted to operators duly licensed and to owners of motor vehicles duly registered under the laws of this state. If the owner or operator is a resident of a country not adjoining the United States, such exemptions shall be operative for a period of thirty days for vacation purposes notwithstanding that such country does not grant like privileges to residents of this state. Such exemptions shall not be operative as to the owner of a motor truck used for the transportation of property for hire or profit between points within the state or to the owner of any motor vehicle carrying an auxiliary fuel tank or tanks providing an additional supply of motor fuel over and above that provided in the standard equipment of such vehicle.—Amended 1963, No. 163.

"RECIPROCITY AGREEMENT" BETWEEN VERMONT AND ONTARIO CONCERNING MOTOR TRUCK HIGHWAY USE PERMITS (23 AUGUST 1973) (DOCUMENT)

BULLETIN TO ALL LAW ENFORCEMENT OFFICERS

August 23, 1973

This is to advise you, effective this date, that we have entered into a reciprocity agreement with the Province of Ontario as to movement of motor trucks over Vermont highways. Specifications are as follows:

1. The Ontario motor trucks referred to in this bulletin shall be registered to, or hold a long-term lease by, the owner or lessee of the motor truck and must be transporting his own property. A long-term lease must be a minimum of the current calendar year or current registration year.
2. There must exist proof positive that the owner or lessee of the motor truck owns the cargo, freight, or merchandise which is being transported within the State of Vermont.
3. The Ontario trucks will not be allowed to obtain a Highway Use Permit Plate.
4. Before entering the State of Vermont, the Ontario motor trucks shall apply for and receive a Highway Use Single Trip Permit. A Single Trip Permit will authorize operation for one trip into the State of Vermont without the attachment of a tag, plate, or sticker for a period not to exceed five (5) days from date of issue of the permit. Single Trip authorization must be kept with the truck while being so operated.
5. A fee of \$20.00 shall be paid for each Single Trip Permit.

Commissioner
Vermont Department of Motor Vehicles

"RECIPROCITY AGREEMENT" BETWEEN VERMONT AND QUEBEC CONCERNING MOTOR TRUCK HIGHWAY USE PERMITS (N.D.) (DOCUMENT)

SPECIAL NOTICE TO QUEBEC TRUCKERS

A reciprocity agreement has been reached with the Province of Quebec. Vermont highway use permits are required on all Quebec registered trucks with a gross weight of 18,000 pounds or over. Monthly reports must be made, reporting each entry into Vermont.

The fee for each entry into the State has been waived.

Chief of Vehicle Permits
Vermont Department of Motor Vehicles

DOCUMENTATION FOR THE STATE OF VIRGINIA

VIRGINIA / TRANSPORTATION**RECIPROCAL "INFORMAL AGREEMENT" BETWEEN VIRGINIA AND QUEBEC CONCERNING
CARRIERS OF FRUITS AND VEGETABLES NOT HAVING TO OBTAIN LICENSE PLATES
(23 AUGUST 1972) (DOCUMENT)**

August 23rd, 1972
Commissioner
Division of Motor Vehicles
Richmond, Virginia

Dear Sir:

After reviewing the file of reciprocity with your state, we realize that no confirmation of the arrangement made in Miami has been issued from our office.

Please be informed that, in connection with free movement of fruit and vegetables between your state and our province, it has been agreed that carriers duly registered in your state, can haul fruit and vegetables in our province without obtaining authorization from the Quebec Transportation Board and without having to pay registration fees in Quebec.

This agreement is valid without any limitation in time except otherwise specified by the parties concerned.

Yours truly,
Office of the Assistant Deputy Minister
Quebec Department of Transport.

DOCUMENTATION FOR THE STATE OF WASHINGTON

WASHINGTON/AGRICULTURE

STANDING ARRANGEMENT BETWEEN WASHINGTON STATE AND BRITISH COLUMBIA ON CERTIFICATION FOR SHIPPING REGULATIONS OF FRUIT AND VEGETABLES (N.D.) (DESCRIPTION)

Shipping Regulations. There has been a long standing arrangement to facilitate the movement of fruits and vegetables. This has been in conjunction with the Fruit & Vegetable Section located at 1001 West Pender Street in Vancouver. This arrangement involves the proper certification of the regulations in regard to grade and condition of the fruit and vegetables that are being shipped to Canada. There is an annual meeting in Klamath Falls, Oregon, which involves the eleven western states, including Canadian representation both federal and provincial, where free discussions are held to reconcile any problems in the fruit and vegetable area.

WORKING ARRANGEMENT BETWEEN WASHINGTON STATE AND BRITISH COLUMBIA ON RECIPROCITY IN QUARANTINE REGULATIONS ENFORCEMENT AND PLANT MATERIAL MOVEMENT (N.D.) (DESCRIPTION)

Plant Sanitation. We have had reciprocity with the Plant Protection Division in Vancouver, 1001 West Pender Street. This arrangement has allowed for the enforcement of quarantine regulations, prevent the movement of infested plant material, and the free movement of clean plant materials. There is an annual meeting in Klamath Falls, Oregon, which involves the eleven western states, including Canadian representation both federal and provincial, where free discussions are held to reconcile any problems in these areas.

WASHINGTON/COMMERCE AND INDUSTRY

UNWRITTEN AGREEMENT BETWEEN WASHINGTON STATE AND OREGON AND BRITISH COLUMBIA ON TOURIST PROMOTION COST SHARING (N.D.) (DESCRIPTION)

There exists in this Department [of Commerce and Economic Development] an unwritten agreement with the Provincial Government of British Columbia as well as the State of Oregon to share in the cost of promoting tourism in the region. This program is referred to as the "Two Nation Vacation".

The Oregon State Highway Division, the Washington State Department of Economic Development and the British Columbia Department of Travel Industry have an informal cooperative agreement for advertising for tourist travel in the Pacific Northwest. The advertising program invites visitors to this area to enjoy a "Two-Nation Vacation." Cost of the advertising program varies from year to year. For the 1974 season it is about \$78,000, divided equally among the three participants.

No written agreement is made. The three travel directors and their advertising agency representatives meet annually to decide on the program for the forthcoming year. One agency prepares the program and the cost is apportioned among the three participants.

WASHINGTON/ENVIRONMENTAL PROTECTION**"MEMORANDUM OF CO-OPERATION" BETWEEN WASHINGTON STATE AND BRITISH COLUMBIA
ON OIL POLLUTION (10 July 1972) (DOCUMENT)**

Whereas the Province of British Columbia and the State of Washington have had a harmonious relationship throughout their history; and

Whereas the Province and the State share a common water boundary consisting of the Strait of Juan de Fuca, the Strait of Georgia, and Puget Sound and their adjacent waters; and

Whereas the Province and the State concur fully that these "boundary" waters, which are transitory between the Province and the State, are extremely valuable natural resources and must be given the fullest protection; and

Whereas the marine resources and shorelines of these boundary waters have, in the past, suffered damage from spills and other discharges of oil; and

Whereas the future holds a significant potential for even greater damage to these resources from spills and other discharges of oil; and

Whereas the Province and the State view their roles in the prevention and control of oil pollution as primary within their respective Federal systems and respective geographical jurisdictions; and

Whereas the Province and the State agree that the development of a voluntary working arrangement between the two, consisting of a comprehensive programme designed to prevent and abate pollution of the boundary waters by oil to the greatest extent possible, is most desirable.

Based on the foregoing, and in the spirit of fullest co-operation, the Province of British Columbia, through its Premier, the Honourable W.A.C. Bennett, and the State of Washington, through its Governor, the Honorable Daniel J. Evans, join together in this statement of co-operation pertaining to the resolution of mutual problems of oil pollution in the aforescribed boundary waters. In this regard the Province and the State agree to work, with dispatch and a sense of urgency, to develop a coordinated programme of oil-pollution prevention and abatement. Areas of potential inclusion in the programme shall include but not be limited to

- (1) the creation of integrated control and communications systems;
- (2) the establishment of traffic pattern and approach procedures;
- (3) the establishment of procedures for determining the times and places for the transferring of oil, including means and methods of transfer;
- (4) the development of a co-ordinated monitoring and inspection programme;
- (5) the development of joint plans of action to cope with oil spills, including surveillance and environmental degradation assessments relating to such spills;
- (6) the creation of a "fire department" concept which allows equipment, material, and personnel available to either the Province or the State to be used in control and clean-up operations within boundary waters;
- (7) the creation of a data bank which utilizes an exchange procedure for sharing of all relevant data--technical, scientific, or otherwise.

For the purpose of developing a programme as hereinbefore described, a task force of Provincial and State representatives, headed by the Director of Pollution Control for British Columbia and the Director of Washington State Department of Ecology, shall be appointed forthwith.

Recognizing that governmental powers pertaining to oil-pollution control in these boundary waters are not exclusively vested in either the Province or the State, it is the intention of the parties hereto to invite and actively

encourage the participation of the Federal Governments of Canada and the United States to ensure that any programme developed will be the most effective oil-pollution prevention and control programme attainable.

It is further intended to explore the relationship, if any, of the International Joint Commission to the subject of this memorandum and invite its participation if it appears appropriate.

Dated this 10th day of July 1972. Premier, Province of British Columbia Governor, State of Washington

WASHINGTON/HUMAN SERVICES
INFORMAL WORKING RELATIONSHIP BETWEEN WASHINGTON STATE AND BRITISH COLUMBIA FOR PROBATION AND PAROLE (FOR AT LEAST 15 YEARS) (DESCRIPTION)

BACKGROUND SUMMARY: About a year ago some meetings were held at the Canadian Consulate in Seattle in an effort to formalize the relationship but the effort aborted. The minutes of the meeting of March 3, 1973 summarizes that effort. These are summarized as follows.

Outline of Current Practices and Special Problems Confronting Prisoners in Foreign Institutions

Custody in a foreign country poses an unusual problem. American officials are aware that Canadian parolees can return to Canada and avoid fulfilling the terms of their parole. There is also a lack of communication between officials on both sides of the U.S.-Canadian border. Currently, some informal supervision of parolees is taking place involving the John Howard Society, but this is done as a matter of courtesy with no official guidelines. The purpose of the John Howard Society is to provide guidance and assistance for parolees and their families, but Canadians paroled from American institutions who are referred to the Society in Canada do not always choose to report. Unlike the parole boards in the U. S., the Society does not have the means for enforcing the terms of U. S. parole.

Outline of Current American Laws Controlling Confinement of Foreign Nationals in the U. S.

- A. At the present time, there are no laws which specifically deal with this subject. Any transferring of aliens has been done on an informal, courtesy basis.
- B. In some specific areas such as deportation and extradition, the laws are clear.
- C. Some precedents to be considered are
 - 1. Enforcement of support law effective May 23, 1972 - this law is important as it sets a precedent for states entering into agreements with foreign countries without conflicting with U. S. Federal laws.
 - 2. Mexican workers who are incarcerated in California return to Mexico to work in garment factories during the day on a "work-release" type program.

Discussion

- A. The major problem is prisoners who are not paroled because there is a lack of co-operative parole supervision between the U. S. and Canada. These persons generally serve from 6-10 months longer in U. S. Federal prisons than their American counterparts. Also, Canadians in U. S. institutions are not allowed to participate in work-release programs because of the high probability that they will return to Canada before their sentence is served. When these persons are paroled from U. S. institutions, the U. S. Immigration and Naturalization Service is notified and they make arrangements

to have these persons deported to their homecountry. This situation seems to exist on both sides of the border and merely trading parolees does not solve the problem if there is no way to follow up on them when they return to their home country.

B. Possible courses toward solution of the problem:

1. Continue informal transfer of prisoners while approaching officials of Washington State and British Columbia about possibility of mutual agreement providing for co-operative parole supervision. Document these informal activities for later use.
2. Contact related associations such as the American Correctional Association and ask them to take up the problem at their meetings.
3. Ask Battelle Memorial Institute Human Affairs Research Center (HARC) to host a conference/workshop on this subject and related subjects with appropriate officials and others to be involved. The Battelle people could use the information obtained and the products of the conference as a basis for research, and the others involved could use such information as a basis for similar research and recommendations. The final product could be a comprehensive report to be submitted to State, Provincial and/or Federal Government officials.
4. As a general matter, it was agreed that it would be wise to have a look at the various critical decision-making points all along the criminal justice system to see whether and where aliens who are involved in the criminal justice system are being discriminated against because of their being aliens, and what appropriate remedies can be developed and implemented to help the alien himself and to serve his own nation and the nation in which he is incarcerated.

Recommendations Made by Meeting Participants

- A. Informal transfer of prisoners must be continued and must be recorded.
- B. ... will contact the Battelle Memorial Institute regarding a conference/workshop and possible research.
- C. Another informal meeting is to be held after participants in this meeting have gathered necessary background information and statistics in their respective fields. Of particular importance are statistics on the number of Canadians incarcerated in Federal and State institutions in Washington State.
- D. Invite a representative from both the U. S. and Canadian Immigration Office (Deportations) to attend the next meeting. In addition, it would be helpful to have someone who is familiar with the Mental Health Act on both sides and who could discuss the situation and directions to be taken with men either awaiting trial or under sentence (on both sides of the border) who are believed to be mentally ill.

In reference to the British Columbia Canadian area, we have an informal verbal agreement with (the) Director of Correction and Chief Probation Officer to accept each others probationers and parolees for courtesy supervision. This is conditioned on the cooperation of the individuals in question and their residing in British Columbia or in the State of Washington.

For at least the last fifteen years there has been an informal working relationship with British Columbia probation and parole authorities. We have no written agreements although have exchanged correspondence on cases and procedures, etc. What the relationship amounts to is that we provide courtesy supervision and services for a small number of Canadian parolees or probationers in Washington and they do the same for us. The parole officer in Bellingham has worked closely with law enforcement and parole officials through the years.

**LETTERS OF CO-OPERATION BETWEEN WASHINGTON STATE AND BRITISH COLUMBIA
ON RECIPROCATION OF SUPPORT ENFORCEMENT (29 March 1972) (DOCUMENT)**

BACKGROUND COMMENTARY: The 1972 special session of the Washington legislature amended RCW 26.21.010 to any foreign jurisdiction in the Uniform Reciprocal Enforcement of Support Act. British Columbia has also passed a resolution which provides for reciprocation in this area.

March 29, 1972
 Assistant Attorney General
 Temple of Justice
 Olympia, Washington 98501
 U.S.A.

Dear Sir:

Re: Reciprocal Enforcement of Orders for Support
 Enclosed please find a certified copy of 1972 Order-in-Council No. 1194 declaring your State to be a reciprocating State effective April 1, 1972, pursuant to our Reciprocal Enforcement of Maintenance Orders Act.

I understand that the prosecuting attorneys for your various Counties are the persons responsible for the enforcement of the provisions of your Act and that we should deal directly with them whenever we wish a support obligation enforced against a resident of your State. Pending receipt of a list of these prosecuting attorneys we shall forward our material to your office for transmission to these persons commencing May 23, 1972, when your amendment becomes effective.

With regard to Orders of your Courts being forwarded for enforcement in British Columbia, I ask that you advise the prosecuting attorney for your various Counties to initiate proceedings in an enforcement by forwarding a Complaint and all supporting material to this Department. Upon receipt of a Complaint we shall designate an appropriate Court within British Columbia to deal with the matter. Thereafter the Courts in our respective jurisdictions can correspond directly respecting routine matters arising from the case in point.

While our Act and yours are quite similar in effect, different terminology is used and the procedures vary. We shall endeavour to ensure that any difficulties which arise from time to time as a result of this divergence in terminology and procedures are resolved in a manner reflecting the similarity of general intent of the two Acts and ask that such difficulties be brought to our attention.

Thank you for your continuing interest and co-operation.

Deputy Attorney-General
 Province of British Columbia
 Victoria, British Columbia

WASHINGTON/MILITARY AND CIVIL DEFENSE

BACKGROUND COMMENTARY: In August, 1952, an informal civil defense memorandum, which became known as the "little black book", was jointly concurred in by British Columbia and the State of Washington. Basically, some arrangements made related to:

Treatment of refugees	Fire Suppression
Emergency public information	Communications
Police services	

In 1961, the state and British Columbia attempted to enter into a formal Memorandum of Understanding. However, prior to this event occurring, as scheduled on March 31, 1961, at the Peace Arch, our Federal Government (OCD) would not permit the document to be executed because it had not been presented to or concurred in by the U.S.-Canadian Civil Defense Committee. At that particular time the Canadian side of the Committee was not active.

On September 22, 1962, Governor Rosellini and the British Columbia Provincial Secretary participated in a "sign ceremony" at the Peace Arch. Here again, there was no formal exchange of notes or any written agreements entered into. It was a matter of mutual understanding that to assure dispersal routes were adequately marked and that each side would provide and install appropriate signs.

There have been many verbal mutual aid agreements made, particularly in the areas of fire, police, welfare and medical. The closest to a written agreement on any subject resulted from the activities of a radiological defense "working committee" and the exchange of normal correspondence which resulted in establishing procedures for exchanging radiological defense information (NUDETS, RADMON, etc.)

A formal exchange of notes between American and Canadian Ambassadors in 1967, resulted in a joint effort by the Office of Emergency Preparedness and Office of Civil Defense in preparing "Guidance for U.S.-Canadian Cross Border Emergency Planning at State and Local Levels" and publishing it in the Federal Civil Defense Guide on April 23, 1968. This document encouraged, and authorized, State Governments to seek compatibility of plans with provinces in the following areas of mutual interest:

1. Preservation of law and order
2. Military support
3. Control of traffic
4. Reception services
5. Medical services
6. Maintenance and repair of highways
7. Arrange for exchange of observers
8. Any other planning areas that may be mutually agreed upon in consultation with the federal-regional planning authorities.

As a result of the aforementioned documents and through close coordination with British Columbia, a "Letter of Understanding" was cosigned on October 23, 1968, at the Peace Arch. Within this Letter of Understanding special emphasis was placed

on encouraging those subdivisions contiguous to the international border to prepare compatible plans in areas of mutual interest. Copies of the Letter of Understanding were distributed to our local directors by our Director's Memorandum No. 68-8, dated October 31, 1968.

At this point, there is no, at least not agreed upon, satisfactory compatibility of planning in the following areas.

Communications	Shelter
Emergency Broadcast System	Warning

ACTION BETWEEN WASHINGTON STATE AND BRITISH COLUMBIA ON COMPATIBILITY OF "THREADS ON FIRE HYDRANTS AND HOSE COUPLERS" (1958) (DESCRIPTION)

In 1958, positive action was taken by fire departments on both sides of the border to purchase fire hydrant adapters, wrenches and storage boxes and preposition them at the following border points. (NOTE: This was deemed necessary due to incompatibility of threads on fire hydrants and hose couplers.)

Point Roberts	Sumas	Ferry	Metaline
Blaine	Nighthawk	Danville	Laurier
Lynden	Oreville	Northport	

Purchase of this equipment was made possible through efforts of this department and our Canadian counterparts. Washington State purchased 114 adapters, 60 wrenches and 10 storage boxes at a total cost of \$949.25.

"LETTER OF UNDERSTANDING" BETWEEN WASHINGTON STATE AND BRITISH COLUMBIA ON "CIVIL EMERGENCY PLANNING AND CO-OPERATIVE EMERGENCY ARRANGEMENTS" (23 October 1968) (DOCUMENT)

1. Subject to review by Federal Authorities of both the United States of America and Canada where Federal interests are involved, State, Provincial, local or otherwise accredited representatives in areas adjacent to the international border have been sanctioned by the following authorities to develop compatible civil emergency plans and arrangements within their areas of planning responsibilities: Part G, Chapter 2, Appendix 1, United States Office of Civil Defense Federal Civil Defense Guide and Canadian Emergency Measures Organization Bulletin B68-2 International Coordination - Canada/U.S. dated at Ottawa May 23rd, 1968.

2. The aim of this letter of understanding is to define and record a mutual conception of principles and procedures between the Civil Defence organizations of the State of Washington, United States of America and the Province of British Columbia, Canada, whereby the areas of common interest listed in paragraph six below, may be developed with compatibility. It supercedes any previous arrangements which may have been made.

3. It is agreed that in time of emergency, the Civil Defence organizations within the State of Washington and the Province of British Columbia will render all possible help one to the other and upon request when required. During periods when disaster does not threaten, the State, Province and local organizations will meet and plan together within their areas of mutual interest and responsibility concerning emergency.

4. The normal channels of communication will be between the office of the Director, Department of Civil Defense for the State of Washington and the office of the Provincial Co-ordinator of Civil Defence for the Province of British Columbia.

5. Contiguous Civil Defence Districts, Zones, State or Provincial Government Departments, local Governments and otherwise accredited representatives are authorized and encouraged to develop compatible emergency plans and arrangements in mutual but non-federal areas of interest.

6. The areas of mutual interest interpreted as lying within the planning responsibilities for States, Provinces, local governments and authorities contiguous to the international border are as follows:

- a. Preservation of law and order.
- b. Control of traffic.
- c. Reception services, including arrangements providing accommodation, emergency feeding and welfare services for people who have lost or left their homes, or who require emergency assistance because of the breakdown of normal assistance.
- d. Coordination and control of medical services, hospitals (including emergency hospitals) and public health measures.
- e. Maintenance and repair of highways.
- f. Maintenance and repair of water and sewage systems.
- g. Coordination and control of fire fighting services.
- h. Repair and maintenance of other utilities.
- i. Other local emergency services as may be required.
- j. Continuity of government.
- k. Exchange of information.
- l. Arrangements for exchange of observers at state and provincial, district, zone, municipal or area exercise, tests and study groups.
- m. Any other planning areas that may be mutually agreed upon in consultation with the federal regional planning authorities.

7. All mutual Civil Defence plans or arrangements will be submitted to the next senior level of Government for purposes of record and coordination.

8. It is further hereby agreed that the Director of Civil Defense for the State of Washington and the Provincial Co-ordinator of Civil Defence for the Province of British Columbia will meet or have their staffs meet as necessary to develop and update priorities and guide lines for compatible planning and emergency arrangements between the various levels and departments of government mentioned above, and within the areas of mutual interest outlined in this letter.

Civil Defence Co-ordinator
British Columbia, Canada

Director of Civil Defense
State of Washington, U.S.A.

WASHINGTON/NATURAL RESOURCESLETTER OF CO-OPERATION BETWEEN WASHINGTON STATE AND BRITISH COLUMBIA
ON BORDER FOREST FIRE FIGHTING (19 August 1960) (DOCUMENT)

BACKGROUND COMMENTARY: The following is a "Proposed Cooperative Agreement Between The Protection Agencies of Washington State, or The Wildland Fire Committee and The British Columbia Forest Service." This proposal, which serves as a precedent for the 1960 letter understanding, reads as follows:

"This agreement entered into as of the _____ day of _____, 1952, between the British Columbia Forest Service and (The Division of Forestry, The U.S. Forest Service, the U.S. Indian Service, or the State of Washington Wildland Fire Committee) shall be effective for the 1952 fire season, and may be extended beyond that period by notice of extension on the part of each of the contractual parties.

It is agreed that the lands extending one mile on either side of the boundary lines between the State of Washington and British Columbia Forest Service protection areas shall constitute a common zone on which the party first discovering an unattended fire shall, if practicable, immediately notify the proper officer of the responsible party, giving the location and size of the fire and such other pertinent information as is available. In the event that the proper officer cannot be reached or cannot take immediate action, the party discovering the fire shall at once proceed to suppress it; provided that no expenditure in excess of one thousand dollars, which is reimbursable, shall be incurred without the express authority of the responsible officer or his agent, unless the latter cannot be reached. The officer or agent of the responsible party shall assume charge of the fire as soon as practicable and assume all costs incurred other than for the basic salary of regular fire protection employees of either party.

When a fire is burning on both sides of a protection boundary line and officers of both parties are present, each shall assume charge of the fire on his own side of the line; and shall cooperate to the fullest extent with the other party in suppressing the fire. Whenever possible an agreement as to an equitable division of the expense of the fire shall be arrived at by the officers in charge while on the ground, at the time of the fire.

Whenever it appears mutually advantageous that authority and responsibility for suppression action on a boundary line fire be vested in one agency, such arrangement may be effected, provided that the agency designated to assume that responsibility is furnished a written concurrence by a responsible officer of the other agency, on the ground.

The parties hereto will assist each other beyond the one-mile zone at such times and in such manner mutually determined to be desirable to suppress fires on the lands protected by either party. The cost incurred by either party for such assistance shall be reimbursed by the other and all such payments to the Forest Service for services within the State of Washington protection area shall be as a reimbursement to the Forest Service appropriations.

IN WITNESS WHEREOF, the parties hereto have executed this Cooperative Agreement this _____ day of _____, 1952.

August 19, 1960
Deputy Minister of Forests
Victoria, B.C., Canada

Dear Sir:

Reference is made to your letter of May 11 (1960) concerning the development of a cooperative forest fire fighting agreement along certain portions of the international boundary. Please accept our sincere apologies for not having answered before this time. Your letter arrived at a time when we were in the middle of our spring training program, and was later mislaid as the fire season pressed upon us.

We are in complete agreement with the terms and conditions of your proposal. However, our Attorney General's office advises that we do not have the legal authority, as a State Agency, to enter into a formal agreement with Canada without going through the United States State Department. We will not, therefore, be able to sign any formal protection agreement with the Government of British Columbia.

In lieu of such agreement, we would very much like to cooperate with your agency in all aspects of proposed plan, on an informal basis. We have on file a similar agreement between our Department and the B. C. Forest Service effective April 22, 1952 (See Background Commentary). This particular agreement was intended to include, also, the United States Forest Service, which at that time was unable to formally participate due to legal technicalities. Evidently we, too, were not legally authorized to sign such an agreement.

Our department is interested in including all of that portion of the international boundary common to our two administrations, rather than just that portion between boundary monuments 39 and 46-1/2. Enclosed is a map showing our various administrative districts together with the names of responsible personnel within each district.

Again may I apologize for not having answered your letter prior to this time.

Commissioner
By _____
Supervisor
Fire Control Division
State of Washington

WASHINGTON/PUBLIC SAFETY

CO-OPERATION AND EXCHANGE OF INFORMATION BETWEEN WASHINGTON STATE AND OTHER PROVINCIAL GOVERNMENTS ON ESCAPEES AND FORMER PRISONERS (N.D.) (DESCRIPTION)

Although our adult correctional institutions have always worked in close cooperation with Canadian provincial governments and the Royal Canadian Mounted Police, there are no formal agreements or written understandings.

We have had occasion to cooperate when Canadian authorities have apprehended our escapees. We also give and receive information freely regarding former prisoners. We regularly receive case history material regarding our prisoners who have been confined in Canadian institutions.

WASHINGTON/TRANSPORTATION

ARRANGEMENT BETWEEN WASHINGTON STATE AND BRITISH COLUMBIA FOR EXCHANGE OF INFORMATION ON HIGHWAY IMPROVEMENT CONSTRUCTION PROGRAMS AND FOR CO-ORDINATION ON INDIVIDUAL PROJECT (18 July 1972) (DESCRIPTION)

It was agreed at a meeting on 18 July 1972 in Victoria, B.C., between representatives of the Washington State and British Columbia Departments of Highways to exchange construction programs for improvements on the highway routes crossing the international boundary. The State of Washington operates under biennial appropriations from the State Legislature and is required to submit a six-year program to the Legislature every two years. B.C. operates under an annual appropriation from the Legislative Assembly. Subsequent to the exchange of this data, coordination on individual projects has been handled at the Highway District staff levels between our respective Departments.

ARRANGEMENT BETWEEN WASHINGTON STATE AND BRITISH COLUMBIA FOR THE ROUTINE EXCHANGE OF ANNUAL PLANNING STATISTICAL REPORTS ON HIGHWAY TRAFFIC (18 July 1972) (DESCRIPTION)

At a meeting on 18 July 1972 in Victoria, British Columbia, between representatives of the Washington and British Columbia Departments of Highways, it was mutually agreed that the highway agencies (B.C. and Washington) as a routine matter would exchange annual planning statistical reports. (The State of Washington publishes annually an "Annual Traffic Report" and an "Annual Traffic Accident Report" for all State Highway Routes.)

ARRANGEMENT BETWEEN WASHINGTON STATE AND BRITISH COLUMBIA FOR CO-ORDINATION OF WESTERN HIGHWAY BORDER CROSSING IMPROVEMENTS THROUGH A BRITISH COLUMBIA-WASHINGTON BORDER CROSSING CO-ORDINATION COMMITTEE (1 November 1972) (DESCRIPTION)

A meeting was called on 1 November 1972 in response to Washington State Senate Resolution 1972-42 which calls for a study of the capacity and safety of border crossings in anticipation of increased commerce and trade.

Attending: Canadian Customs, Canadian Immigration, U.S. Customs, U.S. Immigration, B.C. Department of Public Works, General Services Administration, Washington Department of Highways. A list of persons attending is attached.

The meeting got underway with a discussion of problems in processing traffic through customs on both sides of the border.

As a result of discussions at this meeting it was suggested that a "British Columbia-Washington Border Crossing Coordination Committee" for west of the Cascades be formed. The committee is formed of one representative each of the U. S. and Canadian governments and the B.C.

and Washington Highway Department, plus a chairman. The committee will meet periodically to discuss proposed plans of the various agencies which will have an impact on the others facilities. This would result in plans being developed to the mutual benefit of all concerned and could result in considerable savings of time and money. It would meet periodically to co-ordinate plans for improvements at the four State Highway Border Crossings in Western Washington.

ARRANGEMENT BETWEEN WASHINGTON STATE AND BRITISH COLUMBIA FOR CO-ORDINATION OF MAJOR HIGHWAY IMPROVEMENTS ALONG THE INTERNATIONAL BOUNDARY (OVER THE YEARS) (DESCRIPTION)

Over the years, major highway improvements along the International Boundary have been coordinated at a local or "grass roots" level with Canadian Provincial and Federal Officials much as a project involving a neighboring state. The only significant difference is the additional involvement of federal customs, immigrations, and public works agencies which require the imposition of additional design and operational parameters.

ARRANGEMENT BETWEEN WASHINGTON STATE AND BRITISH COLUMBIA FOR CO-ORDINATION OF FUTURE DESIGN PROPOSALS FOR IMPROVEMENT OF HIGHWAY CONNECTING WITH STATE ROUTE 251

A conference which was attended by British Columbia Highway, Forest Service and Customs officers and by the U. S. Immigration Inspector on duty, and Washington State Highway Department engineers was held at Waneta, on SR 251, April 26, 1972.

The purpose of the conference was to coordinate Washington State Highway Department future design proposals with any plans the British Columbia Highway Department may have for improving the route of the highway connecting with SR 251, in the vicinity of the International Border between Boundary and Waneta in Stevens County.

The Washington State Highway Department will prepare and submit design studies of all feasible alternate routes as a Design Report for review by concerned British Columbia Federal and State agencies.

Simultaneous construction of roadways on both sides of the border is recommended. Coordination of planning and programming is recommended. The construction of this project is tentative but may occur during the 1973-1975 fiscal period.

"RECIPROCITY ARRANGEMENT" BETWEEN WASHINGTON STATE AND MANITOBA ON
MOTOR VEHICLES (1 January 1971) (DOCUMENT)

WHEREAS, The undersigned officials of the State of Washington and the Province of Manitoba, Canada are authorized by statute to make reciprocal arrangement on behalf of said State and province,

It is therefore agreed by and between the said State of Washington and the Province of Manitoba as follows:

- (1) This arrangement, as of the date it takes effect, terminates and cancels all agreements or arrangements previously made by the contracting parties.
- (2) This arrangement shall apply only to persons, firms and corporations who are now legal residents, or who hereafter may become legal residents of either Washington or Manitoba; who are authorized to engage in, or are engaged in, the operation of motor vehicles duly licensed in the State or Province which is a party to this arrangement, and of which the owner is a legal resident.
- (3) Private passenger automobiles not operated for hire, duly licensed in the State or Province of which the owner and operator is a legal resident, shall be allowed to prorate in the other reciprocating State or Province without the payment of fees or license tax.
- (4) Owners of trucks, truck-tractors, trailers, and semi-trailers used for the transportation of the actual property of the owner of such vehicles may operate the vehicles into the other State or Province, party to this arrangement, without the payment of any license registration fees or weight fees; Provided, however, when the resident of either the reciprocating State or Province shall establish a place of business or become engaged in intrastate commerce within such other State or Province, all motor vehicles so operated shall be registered by the owner thereof in accordance with the laws of the State or Province in which such business is located.
- (5) Motor vehicles including trucks, truck-tractors, trailers, and semi-trailers transporting property for hire or compensation or transporting property for sale, lease, rent or bailment may be operated in the State and the Province, parties to this arrangement, without the payment of motor vehicle license registration fees or weight fees when the owner thereof engages only in interstate commerce in the State or Province granting reciprocity to that of his domicile.
- (6) Nothing contained in this arrangement shall be construed as:
 - (a) applicable to any bus, motor truck, or combination of truck and trailer or semi-trailer engaged in intrastate commerce or business in the State or Province of non-domicile; or
 - (b) authorizing the operation of motor vehicles upon the highways of the State of Washington or Province of Manitoba in excess of the maximum weight, length, width, or height allowed by the law of such State or Province in which such vehicle is being operated; and all operators of vehicles carrying license of the State of Washington or Province of Manitoba shall obey the laws and conform to the regulations governing the operation of motor vehicles in the State or Province where they are being operated; or
 - (c) relieving or exempting the owner or operator of any vehicle from complying with any laws, rules, regulations and safety measures relating to operation of vehicles in the State or Province; or
 - (d) exempting the payment of motor fuel taxes in the State of Washington or Province of Manitoba; or

(e) exempting the payment of property or equipment taxes in the State of Washington or the Province of Manitoba; or

(f) exempting vehicles, carriers, owners or drivers from submission to inspection by lawful authorities, nor from stopping at ports of entry or weigh stations, nor from making declarations and furnishing information as required by law in the State of Washington or Province of Manitoba; or

(g) altering or varying the insurance or financial responsibility laws or regulations of the State of Washington or the Province of Manitoba.

(7) This arrangement may be annulled thirty days after notice by either reciprocating State or Province to the other.

(8) This arrangement shall be in full force and effect on and after January 1, 1971 but shall not affect any fees or taxes imposed by the State of Washington or the Province of Manitoba prior to such effective date, nor shall it impose on such State or Province any liability to refund any fees or taxes collected prior to such effective date.

Chairman, The Highway Traffic &
Motor Transport Board
Province of Manitoba

This arrangement does not waive the following:

- (a) motor vehicle fuel taxes.
- (b) Washington Utilities and Transportation fees.
- (c) Department of Highways additional tonnage fees.

Dated this 1st day of January, 1971.

Washington State Reciprocity Commission
Chairman, Two Members

"AGREEMENT BETWEEN WISCONSIN AND ALBERTA CONCERNING RECIPROCAL MOTOR VEHICLE FEE AND TAX EXEMPTIONS" (EFFECTIVE 1 JULY 1960) (DOCUMENT)

The duly authorized officials of the Province of Alberta and the State of Wisconsin, acting by and through the authority granted to them by the law of their respective jurisdiction hereby mutually agrees:

I

All agreements heretofore entered into between the parties, the effect of which was to exempt owners of motor vehicles from liability for registration or permit fees, mileage or flat taxes, compensation fees, or other fees or taxes imposed or levied by reason of the operation of such vehicles upon the highways of either jurisdiction are hereby mutually rescinded.

II

The following words as used in this agreement shall have the following meanings, respectively:

- (A) RESIDENT. (1) An individual who is a resident of either jurisdiction.
(2) A corporation organized under the laws of either jurisdiction, and maintaining it's principal place of business in such jurisdiction.
- (B) JURISDICTION. Either the Province of Alberta or the State of Wisconsin.
- (C) VEHICLE. Bus, motor truck, truck-tractor, road-tractor, trailer, or semi-trailer, or any combination thereof.
- (D) RECIPROCITY. Exemption from registration and from payment of all fees imposed and taxes levied against an owner or operator by reason of the operation of vehicles when performing intra-Canadian, or Foreign operations, provided, however, that nothing contained in this agreement shall be deemed or construed to exempt the owner or operator of any vehicle transporting persons or property for hire from compliance with the laws and regulations of either jurisdiction with respect to the necessity of procuring authority to operate and the filing of insurance coverage.

III

Vehicles owned and operated by a resident of the State of Wisconsin and lawfully registered therein and vehicles owned and operated by a resident of the Province of Alberta and lawfully registered therein shall be entitled to Reciprocity in the other jurisdiction while performing intra-Canadian or foreign operations, except as hereinafter provided.

IV

The following vehicles shall not be entitled to reciprocity:

- (A) Any vehicle which is registered for use only in a limited area of a jurisdiction.
- (B) Any vehicle having a gross weight greater than that for which the vehicle is registered or for which taxes have been paid.
- (C) Any vehicle which is operated in either jurisdiction in violation of the laws of such jurisdiction requiring that vehicles of non-resident owners while operated in such jurisdiction be identified by a non-resident plate or certificate, except that no charge shall be made by either jurisdiction for such plates or certificates.

(D) Any vehicle performing an act of transportation solely within one jurisdiction, notwithstanding that such act of transportation for other legal purposes may be regarded as an "interstate" or "Foreign" operation.

V

If either jurisdiction shall cancel or suspend the reciprocity privileges of a resident of the other jurisdiction, pursuant to the law of the cancelling or suspending jurisdiction, such jurisdiction shall give written notice thereof to the other jurisdiction and shall include in such notice a statement of the reason for such cancellation or suspension.

VI

This agreement shall become effective on July 1, 1960, and shall remain in full force and effect until cancelled by either party upon 30 days' written notice to the other.

IN WITNESS WHEREOF The State of Wisconsin and the Province of Alberta, each acting through its responsible and duly authorized officers, and with the approval of the Governor of the State of Wisconsin, as required by law, have executed this agreement on the dates set out below.

PROVINCE OF ALBERTA

By Minister of Highways

Dated at Edmonton this 12 day of April, 1960

STATE OF WISCONSIN

By Commissioner

Motor Vehicle Department

APPROVED:

Governor of Wisconsin

Dated at Madison, Wisconsin this 29th day of March 1960

"AGREEMENT BETWEEN WISCONSIN AND MANITOBA CONCERNING RECIPROCAL MOTOR VEHICLE FEE AND TAX EXEMPTIONS" (EFFECTIVE 1 JULY 1960) (DOCUMENT)

The duly authorized officials of the Province of Manitoba and the State of Wisconsin, acting by and through the authority granted to them by the law of their respective jurisdiction hereby mutually agree:

I

All agreements heretofore entered into between the parties, the effect of which was to exempt owners of motor vehicles from liability for registration or permit fees, mileage or flat taxes, compensation fees, or other fees or taxes imposed or levied by reason of the operation of such vehicles upon the highways of either jurisdiction are hereby mutually rescinded.

II

The following words as used in this agreement shall have the following meanings, respectively:

(A) RESIDENT. (1) An individual who is a resident of either jurisdiction, (2) A corporation organized under the laws of either jurisdiction, and maintaining it's principal place of business in such jurisdiction.

(B) JURISDICTION. Either the Province of Manitoba or the State of Wisconsin.

(C) VEHICLE. Bus, motor truck, truck-tractor, road-tractor, trailer, or semi-trailer, or any combination thereof.

(D) RECIPROCITY. Exemption from registration and from payment of all fees imposed and taxes levied against an owner or operator by reason of the operation of vehicles when performing intra-Canadian, or Foreign operations, provided, however, that nothing contained in this agreement shall be deemed or construed to exempt the owner or operator of any vehicle transporting persons or property for hire from compliance with the laws and regulations of either jurisdiction with respect to the necessity of procuring authority to operate and the filing of insurance coverage.

III

Vehicles owned and operated by a resident of the State of Wisconsin and lawfully registered therein and vehicles owned and operated by a resident of the Province of Manitoba and lawfully registered therein shall be entitled to Reciprocity in the other jurisdiction while performing intra-Canadian or Foreign operations, except as hereinafter provided.

IV

The following vehicles shall not be entitled to reciprocity:

(A) Any vehicle which is registered for use only in a limited area of a jurisdiction.

(B) Any vehicle having a gross weight greater than that for which the vehicle is registered or for which taxes have been paid.

(C) Any vehicle which is operated in either jurisdiction in violation of the laws of such jurisdiction requiring that vehicles of non-resident owners while operated in such jurisdiction be identified by a non-resident plate or certificate, except that no charge shall be made by either jurisdiction for such plates or certificates.

(D) Any vehicle performing an act of transportation solely within one jurisdiction, notwithstanding that such act of transportation for other legal purposes may be regarded as an "interstate" or "foreign" operation.

V

If either jurisdiction shall cancel or suspend the reciprocity privileges of a resident of the other jurisdiction, pursuant to the law of the cancelling or suspending jurisdiction, such jurisdiction shall give written notice thereof to the other jurisdiction and shall include in such notice a statement of the reason for such cancellation or suspension.

VI

This agreement shall become effective on July 1, 1960, and shall remain in full force and effect until cancelled by either party upon 30 days written notice to the other.

IN WITNESS WHEREOF the State of Wisconsin, acting through its responsible and duly authorized officers, and with the approval of the Governor of the State of Wisconsin, as required by law, and the Minister of Public Utilities, of the Province of Manitoba, acting for and on behalf of Her Majesty the Queen in the right of the Province of Manitoba, have each executed this agreement, on the respective dates set out below.

Minister of Public Utilities of the Province of Manitoba
Dated at Winnipeg, Manitoba, this 25th day of April of 1960.

STATE OF WISCONSIN

By Commissioner

Motor Vehicle Department

Approved: Governor of Wisconsin

Dated at Madison, Wisconsin this 29th day of March 1960.

"AGREEMENT BETWEEN WISCONSIN AND NEW BRUNSWICK CONCERNING RECIPROCAL
MOTOR VEHICLE FEE AND TAX EXEMPTIONS" (EFFECTIVE 1 MARCH 1965)
(DOCUMENT)

The duly authorized officials of the province of New Brunswick and the State of Wisconsin, acting by and through the authority granted to them by the law of their respective jurisdiction hereby mutually agree:

I

All agreements heretofore entered into between the parties, the effect of which was to exempt owners of motor vehicles from liability for registration or permit fees, mileage or flat taxes, compensation fees, or other fees or taxes imposed or levied by reason of the operation of such vehicles upon the highways of either jurisdiction are hereby mutually rescinded.

II

The following words as used in this agreement shall have the following meanings, respectively:

- (A) RESIDENT: (1) An individual who is a resident of either jurisdiction.
- (2) A corporation organized under the laws of either jurisdiction, and maintaining it's principal place of business in such jurisdiction.

(B) JURISDICTION. Either the Province of New Brunswick or the State of Wisconsin.

(C) VEHICLE. Bus, motor truck, truck-tractor, road-tractor, trailer, or semi-trailer, or any combination thereof.

(D) RECIPROCITY. Exemption from registration and from payment of all fees imposed and taxes levied against an owner or operator by reason of the operation of vehicles when performing intra-Canadian, or Foreign operations, provided, however, that nothing contained in this agreement shall be deemed or construed to exempt the owner or operator of any vehicle transporting persons or property for hire from compliance with the laws and regulations of either jurisdiction with respect to the necessity of procuring authority to operate and the filing of insurance coverage.

III

Vehicles owned and operated by a resident of the State of Wisconsin and lawfully registered therein and vehicles owned and operated by a resident of the Province of New Brunswick and lawfully registered therein shall be entitled to Reciprocity in the other jurisdiction while performing intra-Canadian or foreign operations, except as hereinafter provided.

IV

The following vehicles shall not be entitled to reciprocity:

(A) Any vehicle which is registered for use only in a limited area of a jurisdiction.

(B) Any vehicle having a gross weight greater than that for which the vehicle is registered or for which taxes have been paid.

(C) Any vehicle which is operated in either jurisdiction in violation of the laws of such jurisdiction requiring that vehicles of non-resident owners while operated in such jurisdiction be identified by a non-resident plate or certificate, except that no charge shall be made by either jurisdiction for such plates or certificates.

(D) Any vehicle performing an act of transportation solely within one jurisdiction, notwithstanding that such act of transportation for other legal purposes may be regarded as an "interstate" or "Foreign" operation.

V

If either jurisdiction shall cancel or suspend the reciprocity privileges of a resident of the other jurisdiction, pursuant to the law of the cancelling or suspending jurisdiction, such jurisdiction shall give written notice thereof to the other jurisdiction and shall include in such notice a statement of the reason for such cancellation or suspension.

VI

This agreement shall become effective on March 1, 1965, and shall remain in full force and effect until cancelled by either party upon 30 days' written notice to the other.

IN WITNESS WHEREOF The State of Wisconsin and the Province of New Brunswick, each acting through its responsible and duly authorized officers, and with the approval of the Governor of the State of Wisconsin, as required by law, have executed this agreement on the dates set out below.

PROVINCE OF NEW BRUNSWICK

By Provincial Secretary

Deputy Provincial Secretary

Dated at Fredericton this 12 day of February 1965.

STATE OF WISCONSIN

By Commissioner

Motor Vehicle Department

Dated at Madison, Wisconsin this 29th day of March, 1965.

APPROVED: Governor of Wisconsin

"INFORMAL AGREEMENT REGARDING MOTOR VEHICLE REGISTRATION FEES BETWEEN WISCONSIN AND NOVA SCOTIA" (EFFECTIVE 1 MARCH 1968) (DOCUMENTS)

1 March 1968
Administrator
Motor Vehicle Division
Department of Transportation
4802 Sheboygan Avenue
Madison, Wisconsin 53702

Dear Sir:

Approval is hereby given to the informal reciprocal agreement regarding motor vehicle registration fees between the State of Wisconsin and the Province of Nova Scotia, Canada, embraced in the annexed exchange of correspondence between you, as Administrator of the Motor Vehicle Division, acting for the State of Wisconsin, and the ... Minister of Highways of the Province of Nova Scotia.

This agreement is set out in correspondence between your office and the Registry of Motor Vehicles of the Province of Nova Scotia under letters dated December 19, 1967, and February 8, 1968.

I am advised that the Attorney General has examined this file and has stated that in his opinion the exchange of correspondence constitutes a valid document.

Yours truly yours,
Executive Office
Governor of Wisconsin

8 February 1968
Commissioner,
Wisconsin Motor Vehicle Department,
Hill Farms State Office Building
Madison, Wisconsin, 53702 U.S.A.

Dear Sir:

I regret the delay in replying to your letter of December 19, 1967, with respect to a reciprocal agreement between the State of Wisconsin and the Province of Nova Scotia, but it was necessary for me to obtain all the facts before making my reply.

The Province of Nova Scotia is prepared to enter into a reciprocal agreement which will provide for full and free reciprocity to residents of Wisconsin, if similar privileges are granted to residents of Nova Scotia.

The exemption will apply to registration requirements only for all commercial vehicles having a gross weight not exceeding 74,000 lbs., providing such vehicles do not pick up merchandise in Nova Scotia for delivery in Nova Scotia.

It will not be necessary for Wisconsin commercial motor vehicles to display a Nova Scotia authorization in the cabs of their vehicles. However, it will be necessary for drivers of such vehicles to produce their valid Wisconsin vehicle permit on demand by the Royal Canadian Mounted Police or the Registry of Motor Vehicles inspection staff.

Our Statutes do not prescribe a minimum gross weight for the issuance of reciprocity permits to non-residents. This reciprocal arrangement does not exempt "For Hire" vehicles from the requirement to obtain an operating authority from the Nova Scotia Board of Public Utilities, or from the insurance requirements in this regard. All carriers must also comply with the Motor Fuel Tax Laws, size and weight requirements and all other applicable Motor Transport Regulations.

In summary, we concur with the proposal put forward in your letter of December 19, 1967 and welcome the opportunity to enter into this arrangement as we feel it will be of mutual benefit to the residents of our respective jurisdictions.

Yours very truly
Minister of Highways
Province of Nova Scotia

19 December 1967
Department of Highways
Registry of Motor Vehicles
Halifax, Nova Scotia

Attention: Minister of Highways

Dear Sir:

We desire to enter into a reciprocal arrangement providing for free reciprocity to residents of Nova Scotia if similar privileges can be granted to residents of Wisconsin. Wisconsin reciprocity will be granted to individuals or partnerships who are residents of your Province, as well as corporations organized under the laws of Nova Scotia and who are maintaining their principal place of business in your jurisdiction.

The arrangement will exempt your residents who own or operate vehicles licensed in Nova Scotia from purchasing Wisconsin license plates in order to conduct intra-Canadian or foreign operations on Wisconsin highways.

Blanket fleet reciprocity authorization will be issued free of charge to your residents upon completion of a reciprocal arrangement. A photocopy of the authorization must be displayed in the cab of each motor truck, road tractor, truck tractor or motor bus operated on Wisconsin highways in excess of the specified minimum gross weight at which you will require Wisconsin residents to obtain reciprocity permits for operation in your Province.

If your statutes do not prescribe a minimum gross weight for issuance of reciprocity permits to nonresidents, our reciprocity authorization will not be required by your residents if the gross weight of the motor vehicle is less than 12,000 pounds, in accordance with our Administrative Code. Please advise us of your requirements in this regard.

This understanding will not exempt your residents who transport persons or property "for hire" from procuring authority to operate from the Wisconsin Public Service Commission or from filing insurance coverage with this Division. All carriers must also comply with the Motor Fuel Tax Laws, size and weight requirements and all other applicable motor transportation regulations.

Please advise us if you can extend reciprocity to Wisconsin residents under similar circumstances and confirm whether this understanding is satisfactory to you. We will then submit the correspondence to the Governor of Wisconsin for his approval and advise you when the reciprocity arrangement becomes effective.

Your cooperation is appreciated.

Sincerely yours,
Administrator, Motor Vehicle Department
Madison, Wisconsin

"INFORMAL RECIPROCAL AGREEMENT BETWEEN WISCONSIN AND ONTARIO CONCERNING RECIPROCAL MOTOR VEHICLE FEE AND TAX EXEMPTIONS" (EFFECTIVE 17 SEPTEMBER 1962) (DOCUMENTS)

11 October 1966
Commissioner
Motor Vehicle Department
4802 Sheboygan Avenue
Madison, Wisconsin 53702

RE: Amendment to Reciprocal Agreement
with Province of Ontario, Canada

Dear Sir:

I hereby give my approval to the modification to the informal reciprocal arrangement regarding motor vehicle fees now in existence between the State of Wisconsin and the Province of Ontario, Canada, to allow exemption from motor vehicle registration of motorized mobile homes displaying a license plate from the Province of Ontario, Canada providing similar exemptions are provided for residents of the State of Wisconsin using Ontario highways.

This agreement is set out in correspondence between your office and the Department of Transport of the Province of Ontario in letters dated August 26, 1966, September 7, 1966, September 9, 1966, and October 3, 1966.

I am advised that the Attorney General has examined this file and has stated that in his opinion the exchange of correspondence constitutes a valid agreement.

Very truly yours,
Executive Office
Governor of Wisconsin

September 7, 1966
Deputy Registrar of Motor Vehicles
Department of Transport
Parliament Buildings
Toronto 2, Ontario, Canada

Dear Sir:

In reply to your letter dated August 26, 1966, Wisconsin's reciprocal statutes grant the Commissioner of the Motor Vehicle Department, with the approval of the Governor, the right to enter into written reciprocal agreements with other jurisdictions covering the operation of vehicles engaged in performing interstate or foreign operations.

Our procedure, in cases where a reciprocating jurisdiction is not authorized to enter into a formal written agreement, is to arrive at a mutual understanding by correspondence and then submit the correspondence file to our Governor for approval. Upon his approval, the understanding evidenced by the exchange of letters is filed with our Secretary of State as the agreement between the jurisdictions.

Our records show that a reciprocal understanding copy of which is enclosed, is already in effect between the Province of Ontario and the State of Wisconsin which presently accords reciprocal privileges to

residents of our jurisdictions covering most of the items enumerated in the sheet you enclosed, setting out the reciprocity that Ontario is now prepared to offer. Please note that the original reciprocal understanding went into effect September 17, 1962, and was amended November 20, 1963.

In view of the above, since a reciprocal agreement is already in effect between our jurisdictions, will you please write us a letter stating the additional exemptions you are now prepared to grant our residents which are not already included in the present agreement. Upon receipt of this letter, a copy of the correspondence we have had concerning the additional exemptions to be accorded to residents of our jurisdictions will be forwarded to our Governor for approval, and will act as a modifications of the present informal reciprocal arrangement between Ontario and Wisconsin.

Yours very truly,

Commissioner

By Department of Transportation
Division of Motor Vehicles
by Administrative Assistant

26 August 1966

Commissioner,
Motor Vehicle Department,
4802 Sheboygan Avenue,
Madison, Wisconsin 53702, U.S.A.

Dear Sir:

This is to advise you that regulations have now been approved, extending commercial motor vehicle and trailer registration exemptions to residents of a State of the United States of America that will grant similar exemptions to a resident of Ontario.

The enclosed sheet sets out the reciprocity Ontario is prepared to offer residents of your State.

I would appreciate your confirmation that Ontario residents operating in your State will receive similar exemptions. No formal agreement is required. Upon receipt of your confirmation, we will instruct the Departments throughout the Province to exempt such vehicles from your State from displaying Ontario plates while operating here.

Yours very truly,
Deputy Registrar of Motor Vehicles
Department of Transport
Toronto, Ontario, Canada

"RECIPROCAL AGREEMENT BETWEEN WISCONSIN AND QUEBEC" CONCERNING RECIPROCAL MOTOR VEHICLE FEE AND TAX EXEMPTIONS (EFFECTIVE 3 JANUARY 1973) (DOCUMENT)

Pursuant to, and in conformity with the laws of the State of Wisconsin and the Province of Quebec, acting by and through their officials lawfully authorized to execute this agreement, do mutually agree, as follows:

It is hereby agreed that any vehicle legally registered in the State of Wisconsin or the Province of Quebec may be operated within the reciprocating State or Province without registering such vehicle in, or paying any fee to, the reciprocating State or Province except as otherwise herein provided.

All understanding and agreements, oral or written heretofore had or entered into between the parties, the effect of which was to grant reciprocity with respect to motor vehicles, are hereby mutually rescinded.

This agreement shall apply to vehicles properly registered and licensed in the State or Province of the residence of the owner, or lessee, which vehicles operate exclusively on an interstate basis, as defined herein.

This agreement shall not affect any reciprocal agreement which either the State or the Province which are parties to this agreement may have or enter into with any other State or Province.

For the purpose of this agreement "interstate movement" shall mean commerce between states or transportation which originates in one State or Province and passes into or through other States and Provinces for delivery in a state other than the State or Province of origin. "Intra-state movement" shall mean commerce within the State or Province of transportation which originates within a State or Province for delivery in the same state regardless of route traversed.

This agreement shall apply to for hire carriers but not to motor fuel tax laws of either State or Province, or to fees imposed by the regulatory commissions of either State or Province which cannot be waived and which are not, therefore, subject to reciprocity.

Nothing contained in this agreement shall be construed as relief from compliance with the insurance requirements or other filings required by the regulatory commissions or State departments of either State or Province; nor shall this agreement waive compliance with police measures such as weight and size requirements of vehicles imposed by the laws of either state. This agreement in no way affects compliance with the laws of the road in effect in either State or Province.

"Properly registered" as applied to place of registration means:

1.- the jurisdiction where the person registering the vehicle has his residence, or

2.- in the case of a leased vehicle the jurisdiction in which it is registered if the enterprise in which such vehicle is used has a place of business therein, and, if the vehicle is most frequently dispatched, garaged, serviced, maintained, operated or otherwise controlled in or from such place of business, and the owner has assigned or leased the vehicle to such place of business.

It is agreed and understood that each of the parties to this agreement shall retain the right to require the display of a permit, sticker, or other suitable means of identification as provided or deemed necessary by either State or Province.

Any violation of the provisions of this agreement shall result in the immediate cancellation of reciprocal privileges. Each State or Province entering this agreement may act unilaterally in denying reciprocal privileges to any particular non-resident.

This agreement shall continue in full force and effect from the effective date herein enumerated and shall be terminated only upon thirty days written notice.

Entered into this 3rd day of January 1973

THE STATE OF WISCONSIN

By: Administrator, Div. of
Motor Vehicles, Dept.
of Transportation

Approved:
By Governor of Wisconsin

THE PROVINCE OF QUEBEC

By: Minister of Transport

"RECIPROCAL ARRANGEMENT BETWEEN WISCONSIN AND SASKATCHEWAN" CONCERNING
MOTOR VEHICLE FEE AND TAX EXEMPTIONS (EFFECTIVE 1 JULY 1958) (DOCUMENTS)

This agreement, as evidenced by letters of June 30, and June 18, 1958, filed by ...Secretary, Highway Traffic Board of the Province of Saskatchewan and letters of June 20, and May 28, 1958, signed by ...Commissioner, Motor Vehicle Department, State of Wisconsin, is hereby approved and entered into under statutory provisions authorizing such arrangement. The new agreement became effective July 1, 1958.

Date July 9, 1958

Commissioner

Motor Vehicle Department

State of Wisconsin

Governor of Wisconsin

Approved:

Date 7-10-58

WESTERN UNION TELEGRAM

1958 JUN 27 PM 4 21

TO COMMISSIONER, MOTOR VEHICLE DEPT, STATE OF WISCONSIN MADISON, WIS-SASKATCHEWAN AGREES TO RECIPROCAL ARRANGEMENT ONE-FIFTH OF ANNUAL REGISTRATION FEE BASIS IMMEDIATELY=

SECRETARY HIGHWAY TRAFFIC BOARD-TREASURY DEPARTMENT
PROVINCE OF SASKATCHEWAN

20 June 1958

Province of Saskatchewan

Treasury Department

Highway Traffic Board

Revenue Building

Regina, Saskatchewan, Canada

Re: Reciprocity between Saskatchewan and Wisconsin

Attention: Secretary

Highway Traffic Board

Gentlemen:

Thank you for your letter of June 17, in reply to our letter of May 28, with reference to amending the reciprocal arrangement with the Province of Saskatchewan.

I am happy to hear the Saskatchewan Reciprocity Board will enter into a reciprocal arrangement with Wisconsin on the one-fifth of the annual registration fee basis. I feel that a satisfactory arrangement can be concluded between the State of Wisconsin and the Province of Saskatchewan covering replacement vehicles even though Wisconsin agrees to reduce the annual one-fifth fee by one-twelfth for each full month intervening between the beginning of the registration year and the date of registration, and not allow transfer of registrations to replacement vehicles. It is agreeable with Wisconsin if Saskatchewan charges Wisconsin operators the full one-fifth of the annual Saskatchewan license fee and allows the transfer of registrations to replacement vehicles. We feel this arrangement is substantially as favorable to Wisconsin operators as to Saskatchewan operators.

In view of the above, Paragraph 3 of my May 28, letter should read as follows:

"It is the purpose of this agreement to require any persons, firm or corporation, being a citizen of either Saskatchewan or Wisconsin,

who owns or operates a vehicle which is used in the state or province of non-domicile exclusively for interstate, or foreign operations, to register each such vehicle in the state or province of non-domicile upon payment of one-fifth of the annual registration fee imposed by the statutes of such state or province. If a vehicle is so registered in the State of Wisconsin, the registration fee shall be reduced by one-twelfth for each full month intervening between the beginning of such registration year and the date of registration. Registrations issued by Wisconsin pursuant to this provision may not be transferred to replacement vehicles. Registrations issued by Saskatchewan pursuant to this provision may be transferred to replacement vehicles."

It will be appreciated if you will advise by return mail whether the proposed arrangement is satisfactory.

Thanks for your cooperation.

Very truly yours,
Commissioner, Motor Vehicle Department
State of Wisconsin

28 May 1958

Province of Saskatchewan

Treasury Department

Highway Traffic Board

Revenue Building

Regina, Saskatchewan, Canada

Re: Reciprocity between Saskatchewan and Wisconsin

Attention: Secretary

Highway Traffic Board

Gentlemen:

Wisconsin proposed to amend its motor vehicle reciprocity arrangement with the Province of Saskatchewan.

In lieu of the statement of reciprocity to be extended by Wisconsin set forth in our letter to you dated July 2, 1954, Wisconsin will grant reciprocity to citizens of Saskatchewan in accordance with the following:

"It is the purpose of this agreement to require any person, firm or corporation, being a citizen of either Saskatchewan or Wisconsin, who owns or operates a vehicle which is used in the state or province of non-domicile exclusively for interstate, interprovincial or foreign operations, to register each such vehicle in the state or province of non-domicile upon payment of one-fifth of the annual registration fee imposed by the statutes of such state or province. If a vehicle is so registered in the state of Wisconsin the registration

fee shall be reduced by one-twelfth for each full month intervening between the beginning of such registration year and the date of registration. Registrations issued by Wisconsin pursuant to this provision may not be transferred to replacement vehicles. Registrations issued by Saskatchewan pursuant to this provision may be transferred to replacement vehicles.

"Whenever an act of transportation is performed solely between points within the state of Wisconsin the owner or operator of the vehicles involved shall not be exempt from the payment of fees and taxes under this agreement as to such vehicle, notwithstanding such act of transportation for other legal purposes may be technically regarded as 'interstate commerce', 'interprovincial commerce' or 'foreign commerce'.

"Nothing contained in this agreement shall be deemed or construed to relieve or exempt the owner or operator of any vehicle transporting persons or property for hire and coming within the purview hereof, from compliance with the terms and provisions of Chapter 194, Wisconsin Statutes, relating to the necessity of procuring authority to operate from the Public Service Commission (Section 194.04) and of filing with the Motor Vehicle Department an undertaking for damage to person or property (Section 194.41)."

If this arrangement is satisfactory to you, will you kindly confirm by letter; and we will then submit the matter to the Governor of Wisconsin for his approval.

It will be appreciated if you will give this matter your prompt attention as Wisconsin's license year expires June 30, 1958 and we will withhold sending renewal application blanks to Saskatchewan operators pending the negotiation of the new agreement.

Thanks for your assistance and cooperation.

Very truly yours,
Commissioner
Motor Vehicle Department
State of Wisconsin

**"RECIPROCAL ARRANGEMENT BETWEEN WISCONSIN AND SASKATCHEWAN" CONCERNING
"RECIPROCAL PRIVILEGES OF BUS DRIVERS" (EFFECTIVE 4 SEPTEMBER 1963)
(DOCUMENTS)**

4 September 1963
Commissioner
Motor Vehicle Department
State Office Building

RE: Amendment to Saskatchewan-Wisconsin
Informal Arrangement

Dear Sir:

In accordance with the authority vested in me under sec. 341.41 of the Statutes, you are hereby advised that you may enter into an informal arrangement with the Province of Saskatchewan, whereby the State of Wisconsin will grant reciprocal privileges to bus operators from the Province of Saskatchewan for the purpose of charter trips into this state.

An exchange of correspondence will be sufficient to implement this modification to the informal agreement with the Province of Saskatchewan, dated July 10, 1958.

Very truly yours,
Governor of Wisconsin

18 December 1962
Secretary
Highway Traffic Board
Treasury Department
Revenue Building
Regina, Saskatchewan, Canada

509

Dear Sir:

Your letter of December 12, 1962 concerning trip permits for Saskatchewan bus operators performing "charter trips" into Wisconsin has our attention.

At the present time, there is no provision in the Wisconsin statutes for a trip permit which would cover this type of operation. It is also necessary for a carrier performing this type of transportation service to file a Wisconsin insurance certificate in compliance with the enclosed instructions. The insurance requirements are statutory and cannot be waived. ...

However, we will be glad to cooperate with Saskatchewan bus operators, who occasionally make charter trips into Wisconsin by issuing a collect wire authorizing the trip.

When the date of the trip is known, they can telephone us at Madison, Wisconsin, Alpine 6-4411, Extension 2584 at which time they can furnish us the year, make, identification number and license number of the bus. This authorization will be issued at no cost to the operator other than the telephone call and the telegram charges. Prior to telephoning it will be necessary for the operator to comply with Wisconsin insurance requirements.

It is also suggested that the carrier contact the Interstate Commerce Commission, Bureau of Motor Carriers in Washington, D. C. as they may have further requirements the carrier must comply with prior to making a charter trip into the United States.

I trust the above will meet with your satisfaction until such time as we will be able to negotiate a permanent agreement.

Very truly yours,
Commissioner
Wisconsin Motor Vehicle Department
By Administrative Assistant

12 December 1962
Commissioner,
Motor Vehicle Department,
State of Wisconsin,
Madison 2, Wisconsin, U.S.A.

Dear Sir:

At the present time bus operators resident in your state are issued Saskatchewan trip permits in respect to "charter trips" into this province. No fee is charged for these trip permits and only a nominal \$5.00 accident insurance premium is collected on each permit.

The Saskatchewan Highway Traffic Board desires to know if your state would consider issuing trip permits to Saskatchewan bus operators for "charter trips" into your state on a similar basis as described above.

The Board would be happy to receive an expression of your feelings in regard to this matter.

Yours very truly,
Secretary,
Highway Traffic Board,
Treasury Department
Province of Saskatchewan